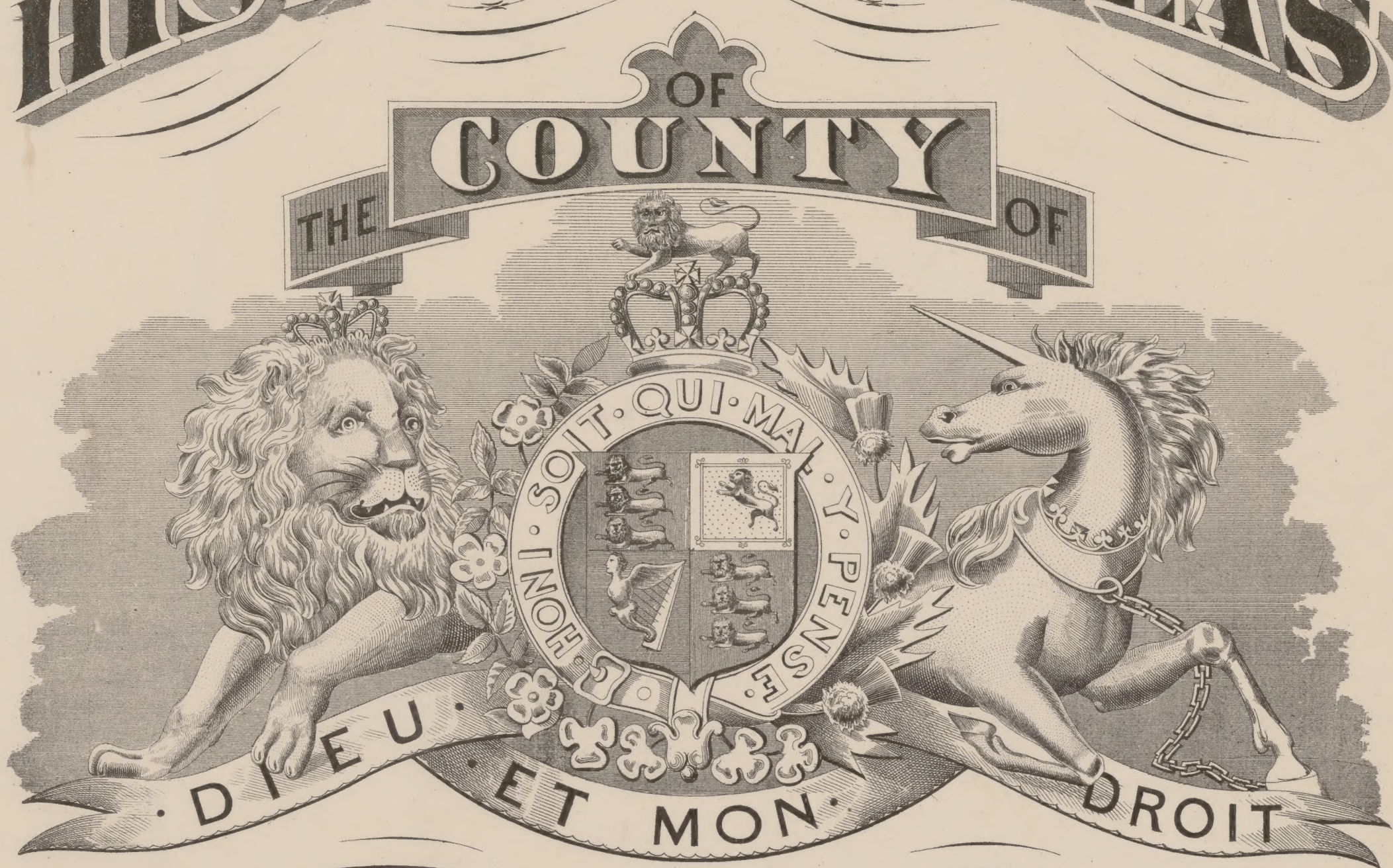


ILLUSTRATED  
HISTORICAL ATLAS



CARLETON

(INCLUDING CITY OF OTTAWA)

ONT.

*Compiled Drawn*

*and Published from Personal Examinations*

*and Surveys*

BY

H. BELDEN & CO.

TORONTO.

1879.



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




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# HISTORICAL SKETCH

—OF THE—

## COUNTY OF CARLETON.

### INTRODUCTION.

In compiling the following brief sketch of the Metropolitan County of the Dominion of Canada, it is the design of the writer to preserve for its people a lasting record of its early history, now existing only in the memories of the more aged settlers or in scattered and detached fragments or private memoranda and records, which are gradually wasting away.

Works of history ever possess a fadeless charm alike to old and young; to the old pioneer, as recalling recollections of the hardships and vicissitudes endured in the long ago, when by industry and heroism the primitive forests fell before progressive enterprise, and the fertile soil was made to bring forth her increase; to the young, as affording an example of self-reliant industry and indomitable energy, which, handed down in historical detail, acts as an incentive to emulation.

In the following pages it has been the writer's earnest endeavour to give a faithful history of the County of Carleton from its earliest settlement to the present time; and for the furtherance of this intention, and in the prosecution of the labors connected therewith, he has personally consulted very many of the earliest settlers now living; has examined every available public document and numberless private memoranda bearing upon the work in view; has also perused complete files of the several newspapers published in Ottawa, which contained much valuable information, particularly the *Free Press*, and many pamphlets and periodicals published from time to time with special reference to particular subjects of interest belonging to the locality; and through these various channels has been enabled to collect some very important and interesting historical data concerning the settlement, growth, and development of the County.

Especially care and pains have been exercised in the compilation of all entertaining statistical matter, in the confident hope that the result may answer the dual purpose of a concise history, and a reliable work of reference.

Certain matter has been used which has previously appeared in print; and, though not generally available, yet perchance it may meet the eyes of some who have perused it before; therefore the writer takes this occasion to affirm that, having assisted in the collection of all such matter of recent date, he has presumed upon this fact, and after having subjected the whole to careful revision, those portions only have been inserted which, in his opinion, are applicable, without rendering himself liable to the charge of plagiarism.

It would be folly to claim that this sketch is wholly free from errata or inaccuracies; but it is honestly asserted that the greatest degree of care has been combined with most assiduous labor in order to give the people of Carleton County—not in studied language or learned lore, but in the plain phraseology of truthful narrative—a fair, impartial, correct, and reliable history.

### GENERAL SUMMARY OF THE HISTORY OF THE COUNTY OF CARLETON.

In the following descriptive outline of the History of the County of Carleton, we have deemed best for the purpose of more comprehensively detailing the several matters under notice, to divide the subject into three heads, as follows:—

#### I. THE NATURAL ATTRIBUTES OF THE DISTRICT. II. ITS PROGRESS AND DEVELOPMENT, AND III. ITS PRESENT CONDITION.

These divisions may be again profitably subdivided, and for the purposes of this sketch we might describe its

- I. {
  - 1st. Geographical Position and Extent.
  - 2nd. Topographical Formation and Geological Characteristics.
  - 3rd. Lakes and Rivers, with the natural products of Forest and Stream.
- II. {
  - 4th. Early Settlement.
  - 5th. Political History.
  - 6th. Military History.
  - 7th. Municipal History.
  - 8th. The Progress and Development of Educational and Religious Institutions.
  - 9th. Agricultural Advancement, and the growth of the Mechanic Arts.
  - 10th. The Administration of Justice.
  - 11th. Highways.
  - 12th. Railways.
  - 13th. Waterways.
  - 14th. General Physical Development.
  - 15th. Present Material Resources.
- III. {

Without further preamble we will proceed with the first subdivision—the

#### GEOGRAPHICAL POSITION AND EXTENT.

The County of Carleton is one of the forty-two counties into which the chief part of Ontario is divided.

It extreme east and west points lie between the meridian of 75°

21', and 16° 19' 30" west longitude, and its northernmost and southernmost parts between the parallels of 45° 30' 10" and 44° 48' respectively, of north latitude.

The greatest distance between any two points within its limits is along a line drawn in a N-W-W and S-E-E direction from the eastern corner of the Township of Osgoode to the western extremity of the Township of Fitzroy, and is about 48½ miles in extent; the breadth, on account of its peculiar shape, which is something approaching to a square, irregular in every part, and with one corner projecting in a very marked degree, cannot so easily be arrived at, but may be approximated at an average of above twenty miles.

Its integral parts consist of thirteen independent municipal subdivisions, viz:—one City—Ottawa; two incorporated Villages—New Edinburgh, and Richmond; and ten Townships—Fitzroy, Gloucester, Goulburn, Huntley, March, Marlboro', Nepean, North Gower, Osgoode, and Torbolton. Of these, Ottawa was formerly within the limits of Nepean, but has long since withdrawn from all municipal connection with the County, being now joined thereto only by its geographical position. The Village of New Edinburgh is within the Township of Gloucester, on the Ottawa River, and separated by the Rideau from the City of Ottawa; and Richmond is situated within the Township of Goulburn, on the River Goodwood, a tributary of the Rideau, and near the centre of the county.

The metes and bounds may be described as being on the north by the Ottawa River, with its various lakes and harbours; on the north-east by the County of Russell; on the south-east by the County of Dundas and the Rideau River, which separates it from the County of Grenville; and on the south-west by the County of Lanark. Standing at the southern point of the Township of Marlboro', which is also the southern point of the County, the division line between Carleton and Lanark runs a very little to the north of north-west till it strikes the Madawaska River near its entrance into the Ottawa. Looking along the other boundary from this point, which is the Rideau River, we find it runs in an almost straight course, and in a direction almost exactly north-east, across the south-east side of Marlboro', and partly across the south-east end of the Township of North Gower, where it bears nearly due north; but the boundary line continues in the same direction to the eastern corner of the Township of Osgoode, which is also the eastern point in the County; thence it turns at an angle somewhat greater than a right angle, and in a direction approximately north-west by north, till it intersects the Ottawa River, at the northernmost point of the Township of Gloucester, from which place to the mouth of the Madawaska the Ottawa forms the northerly boundary, dividing the County of Carleton in Ontario from the Counties of Ottawa and Pontiac in the Province of Quebec.

In regard to territorial extent the County of Carleton is the twelfth in the Province, containing, exclusive of Ottawa, a total of 555,825 acres, divided as follows:—Richmond, 1,596; New Edinburgh, 135; Fitzroy, 55,014; Gloucester, 83,573; Goulburn, 65,744; Huntley, 56,060; March, 27,123; Marlboro', 57,295; Nepean, 60,774; North Gower, 32,960; Osgoode, 90,894; and Torbolton, 25,657. If Ottawa be included within the bounds, it contains an area of almost 875 square miles.

Described by the framers of the Bill which afterwards became the Act of Parliament forming the Dalhousie District, now the County of Carleton, the territory thus set apart was as follows:—"A new District with Bytown for its District town, to be composed of the following townships—*vide* *locus*:—Nepean, Goulburn, March, Huntley, Torbolton, and Fitzroy, now forming part of the District of Bathurst; North Gower, and Marlboro', of the District of Johnstown, and Gloucester and Osgoode, of the District of Ottawa, together with the islands lying wholly, or in greater part opposite thereto, the said new District to be called the District of Dalhousie."

At the time of the last Government census in 1871, the population was 31,378, being next after the County of Lambton (31,994), and followed closely by Northumberland (30,883).

But though not the leading County in population, it is the centre of the Political Government of the nation, Ottawa, the county seat, being the capital of the Dominion. The exact geographical position of the Parliament Buildings, which will be referred to elsewhere, is 45° 25' 32" north latitude, and 75° 42' 94.35" west longitude from Greenwich, as established by Captain E. Ashe, R.N., the Director of the Quebec Observatory, for scientific purposes connected with the Canadian Geological Survey.

Closely connected with the physical geography of the county are its

#### TOPOGRAPHICAL CHARACTERISTICS AND GEOLOGICAL FORMATION.

These two natural features are likewise very closely connected with each other; so much so, that from the description of either, scientists can tell what the other is, without a knowledge of the locality. It would appear, however, that the former is a result of the latter; and when we say that the surface of the County of Carleton is particularly level, and very similar in most respects to the counties south and east, we are simply affirming that it belongs to what scientific writers denominate the Champaign Region, which consists of a territory bound-

ed on the south by the Shickshok or Notre-Dame Mountains, which leave the right bank of the St. Lawrence about one hundred miles below Quebec, and gradually diverge from the course of that river, entering the State of Vermont at a point about fifty miles south of Montreal, under the name of the Green Mountains; whence the range continues westwardly till it strikes the eastern limit of the valley of Lake Champlain, around which it sweeps in a southerly direction, till it runs into the Adirondacks of Western New York; the eastern limits of which range of hills then become the western boundary of the above-named region, running in a northerly direction till they terminate at the Saint Lawrence river in the neighborhood of the Thousand Islands.

The northern boundary of this region is known as the Laurentides, or Laurentian Hills, so called from being the southern boundary of the Laurentian system, a geological division which covers an immense tract of country, centreing in the vicinity of Hudson's Straits, and comprising the greater proportion of British North America, as well as the territories of the Arctic continent. This range of hills hugs the left bank of the St. Lawrence, from the coasts of Labrador, to a point about twenty miles below the city of Quebec, where it diverges gradually inland, being opposite Quebec, about twenty miles north of that city, and about fifty miles north of Montreal, striking the River Ottawa some sixty miles above its confluence with the St. Lawrence, and following its left bank up to the Chats Rapids where it crosses, and runs in an almost due southerly direction, meeting the Adirondack range at the Thousand Islands, which are really parts or peaks of the Laurentides. The range at this point is about five miles in width. South of the St. Lawrence it spreads out and comprises the whole of what is known as the Adirondack country, covering an area of some 10,000 square miles; while northward it also widens, bearing away westwardly till it strikes the Georgian Bay, beyond which—for the purposes of this sketch—it is not necessary further to trace its course.

Thus it will be seen that the County of Carleton is a part of the Champaign Region, which comprises the valley of the Upper St. Lawrence, and the Lower Ottawa, in Canada; and the valley of Lake Champlain, in the United States; and like the greater part of that region, the surface of the country throughout the major portion of Carleton also, is very level; the exceptions being so few, and of such a character as to be scarce worthy of notice, as affecting the general topography.

The rocks of the Laurentian range, which thus closely surround the County of Carleton on three sides, consist for the most part (according to Sir William Logan) of crystalline felspathic gneiss of grayish or reddish color—occasionally interstratified with mica schist, quartzite, crystalline lime-stone, and magnetic iron ore, and interlarded with obtrusive masses of granite, syenite, trap, and porphyry. The above authority divides the Laurentian series into the upper and lower formations, which are distinguished from each other by the existence of tri-clinic or soda and lime felspars in the former: while orthoclase or potash felspar prevails in the latter—the gneisses of which, in addition to the orthoclase, are largely made up of quartz and mica; while the anorthites constituting the Lower Laurentian are entirely destitute of these minerals. It is the Lower Laurentian which predominates in the Ottawa Valley, on both sides the river; and it is a rather remarkable fact that three varieties of crystalline limestone, admirably adapted to building purposes, are found in great abundance in a comparatively short distance both above and below Ottawa—less frequently as the distance increases—and never in the extreme east or west of the range. An idea of the vast quantities existing in this locality may be formed from the fact that Sir William Logan measured a section of the total thickness of 32,750 lineal feet, being upwards of six miles of strata.

A peculiarity of the Laurentides is that these beds of rock are greatly corrugated, and "dip" at high angles to the horizon. Along the Ottawa Valley the "strike" is a little west of south, or nearly at right angles to the boundary of the formation; while in the Lake Superior country it is said to be a little south of west. Sir William Logan enumerates the economic metals of the Laurentian system as consisting of iron, lead, plumbago, phosphate of lime, mica, iron pyrites, baryta, marbles, mill-stones, building, and flag-stones; besides ornamental stones, such as certain varieties of felspars, serpentine and porphyries; also gold and copper, which have so far only been discovered in small quantities—some authorities denying entirely the existence of the former, and others as strongly asserting it. The development of the hidden mineral treasures in their economic character has been steadily progressing for the past few years; and within sight of the Parliament Buildings—but on the opposite side of the Ottawa—mines are now in successful operation, of nearly every one of the metals above mentioned. There are inexhaustible beds of phosphate underlying almost the whole country surrounding Hull—opposite Ottawa—while, in various directions, mines have been opened and immense quantities of sandstones, marbles, and various kinds of building stone taken out, as also of iron ore, which is of the magnetic variety, and finest quality. Plumbago is also taken out in large quantities; silver exists abundantly; mica, of superior quality is plentiful; and asbestos of the finest variety, and in any desired quantity, is obtained. This is now used in the manufacture of a non-combustible



species of felt, which makes the best known substance for boiler coverings and steam packing. Iron pyrites (sulphuret of iron) which is extensively used in the manufacture of sulphuric acid, and of superphosphates, is here obtained; while the production of phosphates, in their purest natural state, has of late assumed extensive proportions, and is fast increasing.

Among the recent discoveries of economic minerals, not stated by Sir William Logan, may be mentioned Agalmatolite and Bole. The former is a rare and valuable variety of black plastic clay, susceptible to the action of tepid water, which produces in it the principle of extreme pliancy, while the influence of the sun will soon again make it as hard as flint. It is also highly susceptible to polish and colouring, by any metal with which it may be burnished; and is the original "figure-stone" of the Ancient Pagans.

Bole is a substance which geologists have suspected to exist in the Laurentian formation for a long time, but it was only lately discovered by a Mr. Olmstead, of Hull. It is a natural pigment of a reddish bronze colour, "ready mixed," and is found in solid but yielding nuggets, of the average size of a smallish acorn, in crevices of solid quartz rock. It only requires to be taken between the fingers and rubbed against the article intended to be painted, and it is possessed of such extraordinary diffusive properties that a very small nugget will cover a surprisingly large area. It is considered as a most valuable discovery. The Indians knew of its existence and its use long before the foot of whiteman trod the Laurentian Hills of the Ottawa Valley; but though its use and the fact of its existence were also known to our men of science, the locality of its existence was lost to our race until—as above mentioned—within a very short time. A variety of white sand-stone has also recently been discovered, which proves to be a very valuable auxiliary in the manufacture of glass.

On the Ontario side of the Ottawa, within the limits of Carleton, and within the southern spur of the Laurentian range, the very finest magnetic iron and superior phosphates have been discovered. A bed of this iron ore covers an area of about a mile in extent in the Township of Fitzroy; while large quantities of phosphate underlie the iron bed, and are found in other localities throughout the county, the Township of Gloucester possessing a very large area of phosphate lands.

The finest known specimens of grey felspar are found on both sides the River Ottawa. This substance is now one of the most important auxiliaries in the manufacture of the best qualities of porcelain. Other spars of great variety and in great quantities are also found. They are chiefly ornamental stones—none but the above being of economic principles.

White marl of good quality plentifully exists throughout the Township of Gloucester; while in parts of Nepean a silicious alumina is found. This is of a pinkish white colour, of the most valuable commercial character, and of a consistency so very fine as to be almost imperceptible to the sense of feeling when rubbed between the fingers.

Galena is also found in various parts of the County.

Until within a comparatively recent date the Laurentian rocks were believed by geologists to be *azoic*, or without any evidences of the existence of animal life during the period of their formation. Late discoveries have established the fact, however, that the forms known as *ozoön* are allied to fossils of more modern type—particularly to the Foraminifera of the present day. Mr. A. Garrett, of Ottawa, showed us a petrified *ozoön Canadense*, discovered recently by Professor Dawson in the vicinity of Perth. As a specimen of the *first living atom of creation* it is certainly of great scientific interest, while its great rarity also imparts to it an intrinsic value.

It is the opinion of Professor Bell, of the Geological Survey of Canada, that the presence of graphite and other carbonaceous matter—of phosphate of lime, and the carbonate of lime, in such abundance—and even the iron ores—form further evidence implying the existence of animal and plant life during the Laurentian period.

The Champaign region of Canada, in which predominate several forms of what is known as the Lower Silurian series of rocks, contains an area approaching ten thousand square miles; and may be approximately described as a triangle, whose angles are in the immediate vicinities of the cities of Quebec and Ottawa, and the foot of Lake Champlain. Geologists divide the Lower Silurian into seven formations, all of which are present in the vicinity of Ottawa, and in various parts of the County of Carleton—whose entire area is included within the bounds of the region where the Lower Silurian predominates.

A brief explanation of these seven formations might not be out of place. They are: (1), Potsdam; (2), Calciferous; (3), Chazy; (4), Black River; (5), Trenton; (6), Utica; (7), Hudson River. With the exception of the (2) formation these have been named by American Geologists, from the localities within their own country, in which they were respectively first or principally discovered, and the names are retained by our own scientists for the purpose of greater convenience of comparison between the two countries. In addition to the name "Black River," the (4) formation is also called the "Birdseye," from the peculiar form and appearance of a fossil largely existing in it. They are always numbered in the ascending order; that is, supposing all the formations of the Lower Silurian series to exist in any one locality, the "Potsdam" would be underneath, then the "Calciferous," &c., while the "Hudson River" would be uppermost and next below the first formation of the Middle Silurian series, or other of a higher order, as the case might be. One wonderful fact connected with the science of Geology, is, that the various series and formations are *never* met with except in their *regular order*; although it is seldom the case that any large number of kindred formations exist in the same place—the earth being formed by various processes, and at various remote and long intervening periods of time—one formation being peculiar to one process or interval—another to another—the same process or interval *always* resulting in the *same formation*; and the reason why all do not exist in their regular order at the *same place*, is that those various individual influences have acted—although at the *same time*—still in different and often widespread localities. Thus it is that a geologist, as soon as he sees of what the first formation below the clay is composed, can tell to a certainty all the various formations which *cannot* be found in that place—although nothing but actual experiment can tell which of the underlying strata *may* there exist.

The description of the formations of the Lower Silurian series, is briefly as follows:

(1) *Potsdam*—A hard, light-grey sandstone, varying from 300 to 700 feet in thickness—thought to be a shallow water or shoal deposit, and found skirting the "sea-boundary" of the Laurentides all the way from the Thousand Islands to Labrador, particularly in parts of the County of Carleton.

(2) *Calciferous*—(So called from its lime-bearing character.) The locality of the chief development of this formation—which is a dark blue-grey magnesian lime-stone—is in the country between Ottawa and Brockville, where the thickness of the vein is in the neighborhood of 300 feet.

(3) *Chazy*—occurring principally in the Ottawa Valley, between Pembroke and Montreal, in which region it consists of about 150 feet of grayish lime-stones, sand-stones, and shales; the two former being extensively used for building stone.

(4) *Black River*—(also called *Birdseye*)—a formation of bluish and dark-grey bituminous limestones, with interstratified shales; the whole being from 150 to 200 feet in thickness. It is considerably used for building purposes throughout Carleton, and some of the finest blocks in the city of Ottawa are composed of this variety.

(5) *Trenton*—very similar to (4), though existing over a far broader area, and in more widely scattered localities. It consists of an aggregate thickness of probably 600 feet of bituminous limestones, interstratified with layers of bituminous shale. The beds of this formation supply material for the finest buildings of Ottawa, Kingston, Montreal and Quebec.

(6) *Utica*—a black bituminous slate or shale, possessing lithographic properties, and abounding in fossils. It is about 100 feet in thickness in Ontario, where it is found in many places—among others in the vicinity of Ottawa. This stone is now supplying the place of the lithographic stone from Bavaria. It retails at 3 cents per lb., while the Bavarian costs 5c. to 10c. per lb. It has been quite extensively introduced into some of the best lithographic establishments of the large cities of Canada and the United States, and is said to answer equally well with the Bavarian stone, except for very fine work. Some of the finest specimens of lithography which we have seen are impressions from the Canadian stone.

(7) *Hudson River*—This formation varies in character and consistency in various localities. While it is found throughout Ontario as a layer of about 700 feet of drab clay, shales and marls, it changes between Montreal and Quebec to a formation of green and grey arenaceous shale and grey sandstone; and again toward the Gulf of St. Lawrence it develops into greyish limestones containing strata of about 1,000 feet in thickness. It occurs more in small patches than most of the other formations of the series to which it belongs. One of these patches has been found to exist a short distance south-east of Ottawa City.

The triangular-shaped territory above described as the Champaign Region, is of a similar character—in the rock formation underlying its superficial strata—to the great valley of central and western Ontario, south of the Laurentides—both being under-laid by the lower Silurian series. The superficial clays and sands of both these sections were probably formed at the same time, though under different circumstances—the eastern one by the action of the waters of the ocean, which is abundantly proven by the existence of great numbers of marine shells, together with the bones of sea fishes and mammals, which have been found up to the eastern and southern boundaries of the Laurentides, but no further; while those of the western section were the deposits of fresh water action; no organic remains having yet been discovered west of the Chats Rapids and Thousand Islands' spur of the Laurentides, beyond fragments of wood, and some land and fresh water shells.

The stratified clays of the western section are of a greater average thickness than those of the eastern, amounting to about 200 feet throughout that section of Ontario between Lake Erie and the main body of Lake Huron. Those overlying the eastern section—of which Carleton County forms a part—are known as the Leda clays, from the large quantities of a certain variety of shell which occur in them; and were originally very productive; but an indolent system of husbandry, continued cropping, and want of proper rotation of crops, have been the cause of a wonderful deterioration of large tracts of what were once the finest lands on the continent.

A sketch of the geological characteristics of Carleton would be very incomplete without reference to the vast beds of peat, which cover large areas within its limits, and which will, beyond a doubt, become at some future day the source of the greatest wealth and prosperity to Ottawa and the Ottawa Valley. A corporation known as the Mer Bleu Peat Company, of which Mr. A. Garrett is the Secretary, owns lands upon which it is estimated there are over twenty millions of tons of this substance. A very careful scientific estimate places the amount existing on a strip of forty-seven acres of their land at over 200,000 tons.

Mr. Garrett is an expert in mineralogy, and a dealer in mineral lands. His office, opposite the Parliament Buildings, contains over 3,000 specimens of Canadian minerals, many of which are of extreme rarity and great value.

We inspected here numerous specimens of the celebrated clay "nodules," which possess much scientific interest. They are found chiefly in Green's Creek, near Ottawa. They are petrifications, of various sizes and shapes, and many of most fantastic form. They contain, enclosed within a "roll" of what was once clay, but is now stone, almost every species of fresh and salt water fish, and fossils of frogs, craw-fish, &c., &c. There is a very fine variety of plastic clay in various places throughout the locality, and the above creek runs through some of the deposits. These petrifications were formed in the first instance by the "wave" motion of the water rolling these animals over and over until a quantity of this clay stuck to them, giving the figure the approximate outline of the specimen it contains—though in some cases very much larger. The chemical action of the water has then petrified the whole mass, after which the "wave" action which originally formed it, has worn it down as smooth, in many cases, as polished marble. When heated to a proper temperature, these "nodules" separate exactly in the middle, discovering, in all its perfect formation, whatever relic of the past age the plastic clays of Carleton have rolled in their embrace many ages ago. We have mentioned the process of formation of these nodules, as one of petrification—though it is scientifically known as induration. The chemical causes of the two processes vary somewhat—though the result is practically the same, as viewed from a popular stand-point—and as such, the nodules are generally known as petrifications.

Though these nodules are, absolutely speaking, very old, they are, from a geological stand-point, mostly of a recent origin, dating back some five or six centuries. One specimen, however, has been discovered, which belongs to a period which dates back cycles of time beyond the historic age. This contained the jaw-bone of a Greenland seal, and was in splendid form—even the enamel of the teeth being in a state of perfect preservation. The scientific inference from the above

is—in the first place—that at the time when that animal lived and breathed, the vicinity of Ottawa was covered by the ocean—while dry land also existed near by. This land was probably the present Laurentian Hills, and the then bed of the sea is now the Leda clay region, underlaid by the Lower Silurian. But a fact of much greater scientific interest established by this discovery, is that the neighborhood of Ottawa was at that time an exceedingly cold country—such as the Arctic regions now are—and, consequently, that the date of the occurrence extends into a period with the antiquity of which the Tower of Babel, the Pyramids, and even Creation itself—as we are popularly taught to understand it—pales into insignificance.

Another distinguishing feature of the Geological characteristics of Carleton—and the last we shall mention in this connexion—is the existence of numerous mineral springs, the variety of whose waters is only equalled by their number. Some are strongly impregnated with sulphur—others with salt—others again bituminous, while a few combine several of the above-mentioned characteristics. The waters from a number of them possess most unmistakable and valuable medicinal and curative properties; and in several localities, invalid watering places (which we will refer to more at length, elsewhere) have been established, which have met with more or less success; but whose merits are becoming more generally admitted, in proportion as the people are becoming acquainted with the scientific properties of their natural mineral waters, and the visible results of their application.

With the above discursive remarks we will close the sketch of the Geological characteristics of the County of Carleton; though it is a subject of the deepest interest, and forms fields for volumes of thoughtful and profitable reasoning, were the time and space at our disposal, and the capacity at our command.

We will now briefly allude to the

## LAKES AND RIVERS.

### WITH THE NATURAL PRODUCTS OF FOREST AND STREAM.

The principal river is, of course, the Ottawa—also called the Grand River—a name to which it is certainly with justice entitled—whether from the vast area of territory which it drains; the immense volume of water which flows through its bed; the beautiful natural scenery which borders its banks; the majestic falls and rapids which add to the grandeur of that scenery; the historical, political or commercial associations with which it is indented; or the character of the country which lies tributary to it, and to whose rare and valuable products it forms the outlet.

It is not necessary to minutely describe this noble stream further than to say that it takes its rise in the innumerable lakes which nestle among the hills of the Laurentian Range, so far north that the melting snows in the region of its head-waters keep up the volume of water to nearly the standard level during seasons of the greatest heat and drought. It possesses the dimensions of a Grand River more than 300 miles above the capital, and 500 above its confluence with the St. Lawrence.

From the nature of the country which it traverses it is only navigable in parts—falls and rapids marking its course at varying distances, but with no uncertain recurrence, from its very mouth to its fountain head. Notwithstanding this, nature has called art to its aid, till the Ottawa has become one of the finest waterways, from a commercial point of view, which go to make up the great arterial system of trade and navigation of the Dominion.

Speaking of it simply in connection with the County of Carleton, it contains, or rather enlarges itself into two lakes—the Lac du Chat, opposite the township of Fitzroy, and the Lac Chaudière, opposite the Township of Nepean, and just above the Rapides des Chênes, which lead to the Chaudière Falls.

Within the limits of the County there is no body of water extensive enough to have the name lake applied to it, the largest and the only one of any size being what is known as Constance Lake, in the Township of March. This body of water covers an area of several hundred acres in extent, and is drained by a stream of the same name, which runs in an even course and north-westerly direction through March and Torbolton, emptying into Sand Bay, formerly called Constance Bay, an inlet from the Lac Chaudière.

Next to the Ottawa, the Rideau River is the most important stream in the County. Commercially, it was formerly of much more importance to the country than the Upper St. Lawrence, on account of the canal bearing its name, which is identical with the river for a great part of its distance, and through which all the traffic between Upper and Lower Canada was at one time carried. It takes its rise in the County of Frontenac among the many and beautiful lakes interspersed between the hills of that part of the Laurentian range, which bears north-westwardly from the Lake of the Thousand Isles, and runs to Georgian Bay. It flows, with various bends, in a general north-easterly direction, forming the boundary line for nearly thirty miles between the Counties of Leeds and Lanark: then for about half that distance between Lanark and Grenville. It then strikes the southern angle of Marlboro' Township, and forms the boundary between the Counties of Grenville and Carleton for a distance of about twenty miles, when it turns northwardly, running through the eastern corner of North Gower, thence between North Gower and Osgoode; further on it separates the Townships of Nepean and Gloucester, and finally, after forming the division between the City of Ottawa and the Village of New Edinburgh, it pours over the Rideau Falls into the Ottawa River. The principal tributary of the Rideau, in the County of Carleton, is the Goodwood, which rises in the Township of Beckwith, County of Lanark, flows through the Townships of Goulburn and Nepean in a north-easterly direction, and empties into the Rideau about twelve miles up that river from the Ottawa.

After the Rideau, the most important stream is the Mississippi. The head-waters of this river are situated in the same vicinity as those of the Rideau, but further north, in Frontenac. It drains a very large number of small lakes in that county and in Lanark, and after winding through many others, of which the largest is Mississippi Lake, in the Townships of Drummond and Beckwith, in the County of Lanark, and receiving many additions to its volume, principally from streams flowing east, it runs in a general northerly course almost from its head-waters to its mouth, entering the County of Carleton between the Townships of Fitzroy and Pakenham in Lanark, cutting off the western corner of the former township, and emptying itself through a delta, the main branch of which falls into "Fitzroy Harbour," while the other part empties into the Ottawa at the head of Chats Rapids.



The only other stream of any importance in the County is the River Carp, which rises in the Township of Goulburn, and flows northwardly into the Township of March, when it bears north-west, cutting off the southern part of that township and the northern part of Huntley, after which it runs through the entire length of Fitzroy, and empties into Fitzroy Harbour near the main mouth of the Mississippi.

The River Madawaska, a fine stream of large volume, forms the boundary, for a short distance only, between the Township of Fitzroy, in Carleton, and McNab, in Renfrew. It rises north and west of the head-waters of the Mississippi, and runs north-easterly, receiving tributaries chiefly from the north-west, and empties into the Lac du Chat a short distance above the left or west branch of the delta of the last named stream.

The oldest chart or map we have perused of this section of country is a *fac simile* of various local maps gotten up by the French authorities; re-published, as a connected map, by M. Genest, of Paris, and reproduced by the Bland-Desbarats Co., of Montreal. The Rideau and Matawan were the only streams in this region then called by their present names, viz:—Rivière du Rideau and Rivière Matawan. The Ottawa was then called Rivière des Algonquins.

The natural productions of the waters of Carleton were, at the time of the early settlement of the County, so abundant in the various species of the finny tribe as to make in them a not inconsiderable and very valuable supplement to the food supplies of the early inhabitants. In fact there are many cases on record where the pioneers of Carleton, as of other localities throughout the country, might have suffered severely but for the bountiful fish supply which nature furnished. The varieties obtained were the same as in other of the streams and small inland lakes of Ontario, comprising almost every species of fresh-water fish. Carp were particularly plentiful, so much so that one of the above described streams derives its name from that fish.

Things have changed with time, and the waters which, a half a century ago, teemed with all sorts and sizes of the fish tribe are now very much as we find them in all old settled portions of the country—not thickly enough stocked to induce the fisherman to cast his hook as a matter of profit—though where sport, not profit, is sought, there are still many places of good resort to attract the disciples of the venerable Isaac.

The forest growth of the County of Carleton consisted of nearly every variety of tree and plant known to this latitude. The soil being deep, and for the most part naturally of productive character, the growth was in many places very heavy as well as very dense. Hardwoods of every kind, pine, elm, basswood, &c., abounded on the dry lands, while the low ground—and this comprised a large proportionate area of the County—was covered with dense growths of tamarack and cedar.

The high lands were naturally first settled upon; while the Ottawa Valley being one of the earliest sources of the lumber supply, this County was very soon stripped of its merchantable pine; and it is said that some of the finest sticks which ever went into the Quebec market were taken out here. The streams which traverse the County made transportation a matter of great ease compared with what it now is from the present regions of the pine supply, and many of the early settlers received far more benefit from the original products of the forest than from the subsequent products of the field.

Except for railroad ties, hop poles, fence posts, &c., there was not a great abundance of other varieties of wood besides pine, which possessed a market value, and the object and aim was therefore to cut, slash, and burn as much and as fast as possible. In the course of settlement, however, and of time, came in the equalization of values by the approaching scarceness of good wood for fuel; and now hardwood has become quite a valuable article of commerce. It is fast disappearing, though there are sufficient quantities still left to keep the people from the necessity, for many years yet to come, of falling back for their fuel supply upon the peat beds, which are now generally considered worthless, but will sometime become of immense intrinsic value to the people of this County.

Of the *Flora* of the County of Carleton we will not speak, further than to say that it was and is as profuse in its production, and as varied in its species as in any county or country of similar climate, it being our object to simply give a brief reference to those objects and productions of an economic character, whether of forest, or field, of mill or mine, of land or water.

### EARLY SETTLEMENT.

By this term we of course refer to the first permanent settlement by the race who now possess the soil. In the remote past the Ottawa Valley also has its history—unknown, however—or at best, but approximately known—beyond the time when the more adventurous spirits of "New France" first passed the Falls of Old Chaudière.

There are a number of theories in regard to the origin of the copper-coloured aborigines who were found occupying the forests of Canada in the 15th century, as well as to the extent of time to which their original occupation dates back. If descended from the Norsemen, as some scientists bring forth apparently good arguments to prove, then it must have been subsequent to the extinction of a race which preceded them—and of whom unmistakable evidences are numerous in the copper-bearing regions of the Lake Superior District. This race evidently existed thousands of years previous to what we popularly call the Creation, and possessed the knowledge (lost by the original North American Indian) of working in the metals to some extent—though, so far as discoveries already made can be taken as a certain indication of the state or progress of their arts, they had not learned the science of working the metals by heat. Although the geological formation in which these evidences of a pre-historic existence of man are found, are very old compared to the Leda clays which form the Valley of the Lower Ottawa and Upper St. Lawrence, yet they are quite recent as compared with the Laurentian formation—the hills of which meet our gaze to the north and west, from the Capital. Still the first human beings of whose existence we have any certain knowledge—other than that furnished by geological discoveries, evidently had their origin at a period subsequent to the development of the Leda clay formations—and are therefore, scientifically speaking, of recent origin. As already intimated, it is yet an unsettled question what that origin is—and also how far it dates back—although all are agreed that it is comparatively recent.

But so far as the history of Carleton is concerned, it matters little whether the North American Indian, as known to the founders of New France, originally came from the North-west, by migration, across

Behring's Straits—as many assert is proven by tradition, legend, race, and geography combined; or whether they are from the Norsemen, whose inclination or necessities may have driven them from the North-east; nor can any amount of research to a certainty establish this much disputed point, which will probably ever remain a subject of deepest conjecture.

Still, on the principle, probably, that "distance lends enchantment," there are few subjects of greater interest to Canadians than the early history of their country; and the earlier—and consequently the more difficult to accurately trace—the more interesting does it seem to become. Another point therefore, which puzzles historians is this: how—if those Indians were of so recent origin as is generally believed—does it happen that those of New France and New England so widely differed from those of "New Spain"? Columbus found the natives of the West Indies a peaceable, pleasant people, governed by regular codes of law—ruled over by regularly recognized rulers, called Caciques—and having no knowledge of those barbarous attributes of the more Northern tribes—the war cry, stake, and crimson trophy. Cortez found the Aztecs in a still more progressive state—residents of cities, advanced in the arts of civilization, builders of causeways, dwellings, and temples, and tillers of the soil; while on the Southern continent Pizarro conquered a nation who were only inferior to their conquerors in the arts and artifices of war, deceit, and dishonor. In fact the Mexican and Peruvian were admitted types of a civilization which ere long would have emulated if not surpassed Eastern stages of progression, had not a more cruel and warlike race crushed out the national instinct, and planted its germs upon the ruins.

But instead of improvement following the Spanish conquests, their victories seemed but the beginning of a system of gradual and national decay; while the traits of the conquerors still occupy a first place in the characteristics of their own descendants, and those of the conquered (with whom they intermingled and become amalgamated): and a people combining the qualities of cruelty and treachery in a more marked degree are scarcely to be found in the civilized world at the present day—not even in Spain itself. This last imputation rests alike with all American Indians, since the days of their intercourse with the whites, though all writers agree in describing the Aborigines of the Western World as a race possessed of both bravery and honor in a very marked degree.

Having said thus much of the character and historical incidents connected with the Native American of a more southern latitude—chiefly for the sake of comparison—we design now briefly tracing the history of those tribes whose territory was lavied by either shore of Lake Ontario, or comprised within the valleys tributary to the St. Lawrence and Ottawa.

According to the best information obtainable, the various tribes inhabiting those regions were of a common ancestry, though at a probably somewhat remote date. Yet from the time of the first discovery of Canada, and long previous, there had existed a deadly enmity between those to the north of Ontario and the St. Lawrence on the one hand, and those to the south, on the other; and but for the existence of this large body of water and great river between them, one or other must long ere this have been annihilated—so bitter was their enmity—so fierce their character—and so unrelenting their disposition.

Those tribes of the South had held possession of the country between the Niagara River and Lake Champlain from time immemorial, and consisted of five distinct branches; the Mohawks, Oneidas, Cayugas (or Cayugas), Onondagas, and Senecas—who were called by the French the Iroquois (or Iroquoises); and afterwards by the English the Five Nations. To these was subsequently added another, the Tuscarawas, (sometimes called Tuscaroras), who had been driven from North Carolina—making thereafter the Six Nations.

The principal tribes to the North were the Algonquins, occupying the territory between the present City of Quebec and the Ottawa River—the Outaouais, inhabiting the country along the right bank of the Ottawa, (which was first called the Rivière des Algonquins, but subsequently the Rivière des Outaouais)—and the Hurons, between the Outaouais and Lake Huron, which was named after the former tribe, as the Ottawa River was after the latter. These three powerful tribes the French sometimes called the Iroquoises du Nord, or Northern Iroquois, as distinguished from the Five Nations, or Iroquois of the South.

The Southern Iroquois were beyond all comparison the most powerful Indian Nation on the North American continent. Both before and after the advent of the French, they made warlike expeditions even as far west as beyond the Mississippi; and the aborigines of that remote country were from time to time the victims of defeat and subjection at the hands of these "Romans of the Western World," as students of character have termed the Iroquois—and particularly the Five Nations; and it has been remarked by historians—in commenting upon the fitness of the term—that whether considered from the extent of their conquests—or the wisdom and eloquence of their chiefs—their impatience of control—their treatment of the vanquished—or their passion for war—the comparison is well taken.

Between these two powerful and kindred peoples a hereditary war existed; and it was probably to the fact of the existence of this war that this part of the River Ottawa was first visited by men of another and more intelligent race. Beyond a doubt, the first white man who set foot upon the soil of Carleton County was Samuel De Champlain; and the occasion of his advent at that particular time was his connexion with the Northern Iroquois against their southern foe.

An adventurous explorer, a successful discoverer, a prosperous trader, a brave soldier, a chivalrous gentleman, and a devoted patriot to his native France—Champlain—the first of his race who looked upon the noble Falls of the Rideau, or the rushing torrents of the Chaudière—deserves here a passing notice. He was originally the chief of a company of French merchants who set out in the year 1603 with the primary object of exploring the St. Lawrence, with a view to establishing a depot for the fur trade. His first landing place (with a view to permanent settlement) was on the present site of Quebec, where he found the Algonquins, who seduced him into an offensive alliance against the Five Nations. As he could not be the friend of both the northern and southern tribes, he probably acted wisely in allying himself to the one within whose territory he designed most to operate in the prosecution of his original enterprise; his object evidently being to cement the friendship of the one, and inspire within the other awe and terror of La Belle France, by the prestige of her arms. He therefore established himself at Quebec, left a part of his force there to build a fort, and set out with the rest on an expedition against the Five Nations, in alliance with the Algonquins. Their

route lay up the St. Lawrence to the Sorel, or Richelieu. This river they ascended to the Lake which still recalls the name of its European discoverer, and upon its east shore they fought a battle with the Five Nations, who were utterly defeated and ruinously routed by the allies—chiefly through the superiority of the "arms of precision" which the French possessed. Following this, Champlain pursued his fur trading operations undisturbed for some time; and a number of years subsequently moved up the river, and built a trading station and fort on the present site of the city of Montreal, whence he engaged in various expeditions of a partly military and partly commercial nature. The defeat of the Five Nations on Lake Champlain, had only made them more bitter and active than ever against the northern tribes, and their enmity was now equally directed against the French. To strike a telling blow at them, Champlain planned an expedition, which, for the distance traversed, the difficulties overcome, and the general executive energy which characterized it throughout, stamp him as no ordinary commander; and although he met with defeat, it was not from bad management, but from a combination of circumstances over which he had no control; and it was during this celebrated foray—which some say originated simply in an exploring and fur-trading expedition—that he first set foot in Carleton.

Whatever the real cause of this expedition, the fact remains that he ascended the Ottawa as the ally of the Northern Iroquois; and after passing up the Matawan—across the portage from its head-waters to the head-waters of Lake Nipissing—down French River to Georgian Bay, along the shore of which he passed southwards to the mouth of the Severn River—thence up that stream to Lake Couchiching—through the Narrows and Lake Simcoe, and up the Talbot—across the Portage to and through Balsam Lake—thence through the chain of connecting lakes and rivers past the present sites of the towns of Fenelon Falls, Bobcaygeon, Peterboro, &c., through Rice Lake and down the Trent to the Bay Quinté—across the Prince Edward Peninsula at the East Lake camping place—thence across Lake Ontario to meet the Five Nations, whom they found prepared, near the present town of Oswego, and by whom they were defeated and routed—Champlain himself escaping, twice wounded, to seek a refuge, and nurse his wounds on the north shore.

Why this extraordinary journey was undertaken, to accomplish a comparatively short direct distance, is not easily decided. It may have been in order to deceive the enemy as to the real point of attack—or it may have been in order to gather together all the warriors of the Three Nations of the Northern Iroquois—or it may have been both combined. However by this expedition Champlain became the discoverer of—or more correctly the first white man who ever visited, not only Carleton County (which he was obliged to pass through, in portaging around the Chaudière) but the whole range of lakes, rivers, and territory, over and through which extends one of the finest waterways of a system to which none other in the known world is comparable. It must not be forgotten, too, that no white man had ever ascended the St. Lawrence above the Rapids, whether from the fact that the existence of Lake Ontario was then unknown to the French—or that obstructions in the water connexion rendered it impracticable, does not appear.

The above expedition was undertaken in the spring and summer of 1615. After that, Champlain and his successors made numerous expeditions to the Upper Ottawa in the prosecution of the fur-trade. His discovery of the waterway connecting the Ottawa with the Georgian Bay was utilized by the French Missionaries and Jesuits, the results of whose usual energy and enterprise were soon seen in the chain of prosperous settlements which extended—at intervals of less or greater distance—from the Ottawa Valley even to the Mississippi, *vid* the great lakes (from Georgian Bay), and their chief rivers. Evidences of these settlements are yet to be seen at different points along the route—though the settlers themselves were subsequently destroyed or driven out of the country by the enemies of those tribes with whose ancestors theirs had been formerly allied—the Iroquois, who at the same time dispersed and almost annihilated the Huron nation, about 1649.

Though the destruction of these settlements occurred over 200 years ago, yet they can be traced more plainly by the ruins still existing than can the field works of the contending armies around Richmond, Virginia, during the late American civil war. There are extensive ruins of a stone fort at a place called "The Chimnies," near where the North River enters Matchebash Bay at Waubashene. The "Old Fort," as it is called, a short distance up the right bank of the River Wye, still shows in the plainest manner the ditches, walls, towers, bastions, &c., &c., although a tree was cut down a few years ago by a party of surveyors engaged in locating the Midland Railway—crossing the Wye at this place—which grew within the walls of one of the towers, and the rings of which gave it an age of nearly two hundred and thirty years. Between the Wye and Hog Rivers, and along the high land which projects into the Bay, can be seen various places, each of many acres in extent, where the rows of corn-hills are still as easily traced as in many fields where it grew but last season. Considerable spots of this land are found free from under-brush, though the forest growth indicates an age of nearly two and a half centuries. These and many more ancient landmarks still remain, a link in the historical chain which connects the present day with the days when the rugged outlines of Parliament Hill—the majestic sweep of the Rapides des Chênes—the grand effect and natural beauty of the Rideau and the Chaudière—and the practical difficulties of the Ottawa Portages were more familiar to those devoted pioneers of the church, who carried the language and religion of their fathers to the far western tribes—than they now are to many of the residents of what has since their day been conquered from a wild waste of craggy mountain—its feet laved by rushing waters, and its head crowned by a wild waste of impenetrable forest—and become the political metropolis of a nation which stretches thousands of miles beyond the scenes of the most remote adventures of these devoted patriots of France and the Roman Church.

We have thus briefly traced the history of the Ottawa Valley and its inhabitants from the earliest period of which any certain record can be obtained, to the time of the extinguishment of the Hurons and extirpation of the early French Missionaries. Subsequent to this the fur trade continued to attract traders and explorers over the same paths first trod by Champlain, until after the acquisition of the country by the English—when attention was soon directed to the superiority of the forest products of those parts, and they subsequently became the supply-grounds—very gradually at first, but with steadily increasing magnitude—from which the English markets were stocked with certain classes of timber—particularly masts and spars, and other necessary material for ship-building. It took a long time, however, for this industry to exhaust



the supply below the Chaudière to such an extent as to prompt those engaged in it to ascend those natural obstructions. The early history of this trade, with its subsequent development, is elsewhere given. We will therefore pass over those scenes transpiring on the Ottawa during the period between the American Revolution and the Anglo-American War in the beginning of the present century, and come abruptly to those which immediately followed the termination of that contest.

As is well known, it has been the policy of the British Government, since its first occupation of "New France," to establish and encourage a system of military colonization, or settlement, by discharged and disbanded soldiers. Many of the most flourishing settlements in Upper Canada were thus formed along the north shore of the St. Lawrence and Lake Ontario, and extended even to the head of Lake Erie and the Detroit River. In fact Upper Canada, as we find it when first it obtained a separate political existence by Governor Simcoe's proclamation of 1792, was almost entirely composed of settlements thus formed during the preceding nine years following the close of the Revolutionary War, combined with those American-born subjects who had espoused the Royal cause during the progress of the conflict, and were in consequence obliged to fly their native country at its close.

A similar state of circumstances gave a fresh impetus of a like character to the settlement of the Province following the war of 1812-15. The latter year found a large force of Royal troops in the country—many of whom were approaching the expiration of their term of service. These the Government discharged, and gave grants of land, and to add to the prestige and popularity of the scheme, a great number of officers were allowed to retire on half-pay, most of whom joined the movement, and became pioneers in the clearing and settling of Canadian forests.

Of those who about that time exchanged the sword for the axe—and the tented field, or embrazured castle for the rude log-cabin—were a party of mixed army and navy officers, who selected their future homes on the site of the present Village of Richmond, which they occupied in the year 1818—the first actual permanent settlers in a body, within the present limits of the County of Carleton; although a number of single families had some years previously formed scattered settlements. Among those the chief were Major (afterwards Col.) Burke, Captain Lyon, Captain Ormsby, Captain Lewis, Dr. Collis, Lieut. Lett, Lieut. Maxwell, Sergt. McElroy, Sergt. Andrew Hill, Sergt. Sylvester Dempsey, and Sergt. Andrew Spearman, of the army. Among the first civilians who came in were Joseph Hinton, Christopher and William Graham (brothers), and Samuel Stanley, a blacksmith. The above are nearly all familiar names to the people of Carleton, from the distinguished positions attained to by themselves or members of their families; while previous to their coming, many of them had been the authors of many deeds of exceptional gallantry and courage in the profession of arms. Sergt. Spearman deserves special mention, as having led the "Forlorn Hope" at the capture of Fort Erie.

There were a very large number settled at the same time, the above who were the chief, belonging to the old 100th Regiment, which was consolidated with the 99th at Quebec, immediately after the close of the war—the new regiment receiving the latter number—while the discharged soldiers and retired officers of both regiments settled in "colonies," as above—the military settlement of Perth in Lanark County being formed by the officers and men of the old 99th, at the same time Richmond was settled by the 100th. It was the 28th July, 1818, when they left Quebec, and they landed at "the Flats," below the Chaudière, in the fore part of August, where the women and children remained encamped till the men located land at Richmond and cut a road to "Chapman's," on the Goodwood, three miles below the location.

About the same time, or very shortly succeeding it, a settlement was formed of military and naval officers and others, in the Township of March, on the banks of the Ottawa. Capt. Monk, who was the pioneer of the above settlement, was an officer of the 97th Regiment, and the very first actual settler above the present Township of Nepean—though there were already several located above Ottawa, on what is now the Richmond Road. Mr. (afterwards Hon.) Hammett Pinhey, formerly an English merchant, was the second, and settled near the same place, and near the same time. Then came in succession Lieut. Read, of the Royal Marines; Captain Weatherley and Captain Landel, of the army; Captain Street, of the Royal Navy; and Captain Stevens, of the 37th Regiment. Col. Lloyd and Captain Cox, of the 98th, were also among the first. These all came in between 1818 and 1820—the first at least as early as the spring of 1819 (though the precise date is unattainable) as they had quite a prosperous settlement there in 1820, when Mr. Alexander Workman located at Huntley—among the first settlers in that Township—followed the same season by Sergt. Cowie and Sergt. Campbell, of the army, and William Erskine, a civilian, and shortly afterwards by a number of others, who will be noticed more in detail under the head of Huntley Township.

There were a number of scattered settlers, however, within the county, even previous to the formation of the Richmond colony. The very first white permanent settler in the county was Ira Honeywell, who located up the river from the Chaudière, some three or four miles. The circumstances connected with Mr. Honeywell's settlement, as also of those who came in next after him, including the Billings's, Dows, and the Williams's, of Gloucester and Nepean, are related under the proper Township heads. By the time the Richmond settlers came, in 1818, five families had located along what is now the Richmond Road. They lived in the following order from "The Flats" upward:—Thompson, McConnell, Holt, Honeywell, and Moore. Then at the Goodwood River was one Chapman—while at "the landing" were Frith and Bellows, who settled at least as early as 1818 and perhaps sooner at Bellows' Landing—still so-called—the eastern end of the Portage around the Chaudière. The one kept the "dock," and the other an inn. Also at the western end of the Portage, above the rapids, there lived an old Swede, as early as 1819, who kept a boat, and was wont to supply the necessities of a ferry when such necessities arose.

Long before this time—or as early as the year 1800, Mr. Philomen Wright had possessed himself of the left bank of the river, and with the families of those about him—had commenced quite a settlement where the City of Hull now stands.

The settlement of the county being once an established fact, acquisitions soon commenced to flow in—slowly at first—but still so fast, after 1820, that any description of their individual order or number is impossible to obtain. Things went slowly and smoothly till 1826, when the rush which poured in upon Bytown, in connexion with the construction of the Rideau Canal, gradually spread itself over the county, and from that time forward, the increase and prosperity of the county as a whole, has been (with few exceptions) rapid and satisfactory.

But as we have now arrived at a time which cannot properly be classified as belonging to the period of the early settlement, we will leave further remarks upon the progress of settlement within the county, to the several sketches of the individual municipalities of which the County of Carleton is composed.

### POLITICAL HISTORY.

It may not be out of place to preface this brief sketch by a hurried explanation of the terms by which the various civil and political divisions of the country are and have been known from time to time since the establishment of Upper Canada as a separate Province. We have encountered no little difficulty in tracing the changing divisions into which the territory comprising the County of Carleton has now and again been partitioned and re-partitioned for representative or judicial purposes. It appears a very simple matter to speak of a certain geographical division of the country as this or that District or County, as the case may be; and simple it certainly is when the thing is once understood; but those who know, will corroborate the statement that comparatively few, even of our more intelligent or highly educated citizens, can at first thought explain the difference between the two terms, or tell whether any difference really exists; and this occurs not so much from carelessness as from the changed and changing methods in the management of the details of public civil affairs, and from the non-importance (so considered by the great majority) of keeping track of the minutiae which combine to form our judicial, political and military system; to become even moderately conversant with which now requires, from the complicated system into which the management of public affairs has expanded during the present generation—the resources of a professional politician of no mean order. But as a wave of patriotism and a growing spirit of nationality seem lately to have had a tendency to bring into popular notice all matters of the least material import in the historical events of the country, we shall specify these various divisions, as they severally and successively occurred—though the date of several of them was so remote that it mattered little so far as this county was concerned how or how often its geographical, judicial municipal, or political bounds were altered.

From the time of the passage of the "Quebec Act" by the Imperial Parliament in 1774, and up to the year 1788, Canada—Upper and Lower—which then consisted of but one Province, was divided into two Districts. These were judicial divisions—there being at that time no political divisions, as the ruling power was by the provisions of that Act to consist of the Governor and Executive Council—the latter consisting of from seventeen to twenty-three members, and appointed by the Governor. The Upper or Western District of those two was called by the name of Lancaster, and was nearly identical with what became subsequently Upper Canada, and is now Ontario.

By proclamation of Lord Dorchester, dated 24th July, 1788, in consummation of an Act passed by the Legislative Council during the previous year, new Districts were formed. That of Lancaster was divided into four, viz.:—Lunenburg, Mecklenburg, Nassau and Hesse. The present County of Carleton was within the first, which comprised the territory as below described: "bounded on the East by the Eastern Limit of the Tract lately called or known by the name of Lancaster, protracted Northerly and Southerly as far as our said Province extends; and bounded Westerly by a line intersecting the mouth of the River Gananoque, now called the Thames, above the rifts of the St. Lawrence, and extending Southerly and Northerly to the limits of our said Province—therein comprehending the several Towns and Tracts called and known by the name of Lancaster, Charlottenburg, Cornwall, Osnaburck, Williamsburg, Matilda, Edwardsburg, Augusta, and Elizabethtown."

The next change was the political one of the division of Upper and Lower Canada into two separate Provinces in 1791, which, strictly speaking, was rather a territorial division, implying no political change till the Proclamation of Lt.-Governor Simcoe on the 16th July, 1792, which divided the Provinces into nineteen Counties for representative purposes.

And here we see the first application of the term "County" in the territorial divisions of the Provinces. As distinguished from the District divisions, the County was a political, or parliamentary-representative division—whereas the other was judicial—each District being the territory wherein, and over which, the jurisdiction of the Court established within its limits, extended. These distinctions continued for many years; and the various changes which were from time to time made in the Districts, were entirely independent of the County divisions, except in rare cases (such as Prince Edward) where geographical peculiarities intervened to make both divisions identical.

Although the original County divisions were "representative" divisions, yet they did not in all cases comprise the identical territory entitled to be represented; for whereas the number of Counties formed was nineteen, the number of Representatives provided for was sixteen. The principle of Representation by population was admitted, as nearly as an approximate estimate could form the ground of the division, some counties sending two members, some one, and in some cases a number being grouped to elect a single representative to the first Parliament of Upper Canada.

By that division the present County of Carleton belonged partly to Dundas and partly to Grenville; whose bounds running from the St. Lawrence, commenced at their present starting points, and ran north 24° west. Carleton was nearly equally divided between the above two counties.

It might here be mentioned that the old District divisions merged by degrees into the same territorial limits as the Counties, about which time the term "District" was discarded, and has now become obsolete, except in the newer parts of the country where municipal organization is not yet perfected. The only "Districts" now existing in Ontario are Muskoka, Haliburton, Nipissing, Parry Sound and Algoma. The Counties are therefore at the present time the judicial or civil divisions of the Province.

Contemporary with the above change, the Counties—formerly so called—became Electoral Divisions. These are both named and numbered. They are formed entirely independent—as to geographical limits—of the Counties, although in some cases they are identical in point of geographical bounds. As applied to this locality, the County of Carleton comprises two Villages and ten Townships; while the Electoral Division of Carleton comprises one Village and eight Townships—the Village of New Edinburgh, and the Townships of Gloucester and Osgoode—although within the County—being a part of the Electoral Division of Russell.

The first Parliament (1st session) called together by Lt.-Governor Simcoe's proclamation, above alluded to, provided for the erection of jails and court-houses in the various Districts—at the same time changing their names. Lunenburg was changed to the Eastern District, and the judicial seat was established "at the town of New Johnstown, in the Township of Edwardsburg."

The first existence of Carleton as a separate County was established by 38th Geo. III. cap. 5, (2nd Parliament, U. C.) which provided that it should consist of "the Township of Nepean, with a tract of land 'hereafter to be laid out into Townships, between Nepean and a line 'drawn north 16° west, from the north-west angle of the Township of 'Crosby, until it intersects the Ottawa River, together with such of 'the islands in the said river as are wholly, or in part, opposite thereto.' The same Act also made a re-arrangement of the Districts.—By it the Counties of Grenville, Leeds and Carleton—as they were then constituted—were formed into the District of Johnstown. The Townships of Marlboro' and North Gower, now in Carlton, at that time belonged to the County of Grenville.

The 56th Geo. III. cap. II., provides "that from and after the passing of this Act, there shall be formed, constituted, and established, 'a new District to consist of the Counties of Prescott and Russell'—to be called the District of Ottawa. The Townships of Gloucester and Osgoode (now part of the County of Carleton) were included in that District.

By the Act 2d Geo. IV., cap. III., and § 3, it is provided that "the Townships of Goulburn, Beckwith, Drummond, Bathurst, March, Huntley, Ramsay, Lanark, Dalhousie, North Sherbrooke and South Sherbrooke, together with such other Townships as may be surveyed 'by direction of the Governor, Lt.-Governor, or other person administering the Government of the Province for the time being—within 'the present limits of the County of Carleton, shall constitute and 'remain the said County of Carleton."

The 4th section of the same Act authorized the Lt.-Governor to declare the County of Carleton (as above defined), a separate District so soon as he should deem proper, and under whatever name he should choose. He subsequently, on the 15th November, 1822, and by authority of said Act, proclaimed the above County a new District, under the name of the District of Bathurst; and the 4th Geo. IV., cap. II., passed January 29th, 1823, provides for establishing courts within the said District, and specifies the Town of Perth as the location for the jail and court house.

The next change which affected Carleton politically was caused by the 1st Vic., cap. XXV., 1837-38,—a part of which we quote:

"Whereas, it is expedient to erect from certain parts of the Districts of Bathurst, Johnstown and Ottawa, a new District, with 'Bytown for its District Town; and that the following Townships, 'videlicet, Nepean, Goulburn, March, Huntley, Torbolton and Fitzroy, 'now forming part of the District of Bathurst; North Gower and 'Marlboro', of the District of Johnstown; and Gloucester and 'Osgoode, of the District of Ottawa; together with the islands lying 'wholly or in part opposite thereto, do form the said new District, to 'be called the District of Dalhousie;

"Be it therefore enacted, &c., that so soon as 'it shall be made to appear to the satisfaction of the Lt.-Governor, 'and the Executive Council of this Province that a good and sufficient 'jail has been erected for the accommodation of prisoners, and a 'suitable court-house for the accommodation of the Courts of Justice; 'and also that the amount of assessments raised within the said Townships is sufficient to defray the necessary charges attending a separate 'District; then it shall and may be lawful to and for the Lt.-Governor 'aforesaid, by and with the advice and consent of Her Majesty's Executive Council in this Province, to declare by proclamation the said 'Townships a separate and distinct District by the name of the District of Dalhousie."

There were several provisoes—one of which was that the jail and court-house should be erected on some part of the ground set apart by the Government for public uses, in the Town of Bytown.

Section 2 of the same Act provided that "the said Townships of 'Nepean, Gloucester, Osgoode, North Gower, March, Torbolton, Fitzroy, Huntley, Goulburn, and Marlboro', together with the islands 'lying wholly or in part opposite thereto, do constitute and form the 'County of Carleton; and that the Township of Pakenham shall 'hereafter be annexed to and form part of the County of Lanark."

The 25th section of the above Act reads as follows:—"Provided, 'however, and be it further enacted by the authority of the same, that 'the assessments of the Townships of Osgoode and Gloucester be 'annually paid to the Treasurer of the Ottawa District, to the uses of 'the said District, until its population shall increase to 7,500."

Thus the District of Dalhousie and the County of Carleton became identical in their territorial limits. Subsequently, however, as already explained—the District was merged into the County; that is, the designation applied to it as a civil and judicial division became County—(the term District being entirely dropped), and the political designation was changed to the "Electoral Division" of Carleton—from which the Townships of Gloucester and Osgoode were subsequently taken and added to the Electoral Division of Russell.

Previous to this, however—though not till four years after the passage of the Act provisionally setting off the County and District—the Lt.-Governor issued his Proclamation (in 1841, as the Act authorized), and the first District Council of Dalhousie was organized under the new order of things, on the 10th of August, 1842—the proceedings of which will be elsewhere detailed.

Before the above Act went into force, though some time subsequent to its passage, a change occurred which affected Carleton—not only as a constituent part of the Province of Upper Canada, but as an individual political division thereof—by the Union Act, which passed the Imperial Parliament on the 3rd July, 1840, and came into force on the 10th February, 1841. By this Act, which re-united the Provinces of Upper and Lower Canada, the Town of Bytown was declared a separate division for representative purposes, since which time it has formed no part of Carleton, as an Electoral Division—although it continued for some years—and until its incorporation as a city—as part of the County for Municipal purposes, and is still attached to it for all civil purposes in connection with the administration of justice.

The name of the County of Carleton was very appropriately chosen—in honour of one of the finest of men and most distinguished ornaments to society, as well as one of the most illustrious of those who have by their bravery contributed to the Dominion of the British Empire, or whose wisdom has given prosperity to those over whom he governed. Major-General Sir Guy Carleton, formerly a Lieut.-



Colonel in the British Army, commanded a regiment during the campaign under Wolfe, which resulted in the capture of Quebec, and took a gallant and leading part in almost every action which occurred between the French and English in Canada, until the final cession of the country to Great Britain. He subsequently performed meritorious and gallant services against the Americans during the Revolutionary War. Promoted step by step for exemplary conduct and brilliant generalship, he was three times appointed Governor-in-Chief of Canada, and was acting in that capacity when Upper Canada was formed in 1701. He had at that time been elevated to the Peerage under the title of Lord Dorchester. A brave soldier, a skilful officer, a wise ruler, a masterly diplomatist, an honourable and warm-hearted gentleman, and a devoted personal friend, there was none more fit to give a name to the noble county in which is situated the political metropolis of the great Dominion which he took no mean part in conquering from the French, and of which he was one of the earliest and best of Governors.

A sketch of the political history of Carleton, however brief, would be wanting in a material consistent part, if the *personnel* of the Parliamentary representatives should be omitted. We have found this exceedingly difficult to obtain, but from the great amount of enquiry and research applied to the task, we feel confident in stating that the facts as given below will be found correct. There are no records, or books or works of reference, where a complete list can be obtained. We are informed by authority that the only way to get such a list would be to peruse the Journals of the Houses of Parliament from the earliest days of Parliamentary Government to the present time. We know of several cases where parties, well-informed in public and political affairs, have undertaken to obtain such a list for a particular purpose, and given up the task on learning what a herculean one it is. Many of the records above referred to are in manuscript, and it would require so great an amount of time and labour to accomplish it that no one has yet been found who considered the object justified the effort; but, as above intimated, we have gotten the main points of the parliamentary succession since the first election within the County of Carleton into such form as to be approved as correct by those best versed in such matters, including a number of those whose experience dates back to the earliest election at which there were any resident voters within the present limits of the county.

Col. Burke, Brevet-Major of H. M. 99th Regiment, and Superintendent of the military settlement of Richmond, was the first representative elected from the territory now comprising the County of Carleton. This was for the old Johnstown District—or at least previous to the setting off of the Bathurst District—and therefore very soon after the formation of the Richmond Colony; as the Bathurst District was formed by proclamation, dated Nov. 22nd, 1822; and we are assured that when Col. Burke was elected, the District Town was at Brockville—which settles the fact that he was elected to the Parliament of 1821-5—being again returned to the Parliament of 1825-9.

Thomas M. Radenhurst succeeded Col. Burke. He was a lawyer of very wide and favorable reputation, who practised at Perth. He ran in the Liberal interest, and defeated James Boulton, a very prominent citizen of Perth, and brother of the late Hon. Geo. S. Boulton, Senator, of Cobourg. He took his seat in the Assembly over which the celebrated Marshall S. Bidwell presided as Speaker; but on the death of George IV., in 1830, Parliament was dissolved after two sessions.

By this time the County of Carleton, as then constituted, had become entitled to two representatives: and those elected to sit in the Parliament which assembled January 8th, 1831, were Col. Lyon and Col. Lewis, of Richmond, ex-Captains of the old 99th and 100th Regiments.

From the time Carleton became entitled to two representatives, up to the general election of 1842, next after the union of the Canadas, in 1841—(when Bytown was given a separate member, and by a redistribution of Territorial Divisions the original County became very much lessened in size by the withdrawal of that portion which is now Lanark and Renfrew—and therefore entitled to but one representative, instead of two as formerly)—the contests for Parliamentary honors were of a triangular and quadrangular nature between three or four of the following gentlemen:—Capt. Lyon, Capt. Lewis, Capt. Petrie, Hon. Hammett Pinhey, and Edward Malloch. Of the three Parliaments intervening, the two finally returned for each was as follows:—1831, Capt. Lyon and Capt. Lewis, (as noted above); 1834, Capt. Lewis and Edward Malloch; 1837, Edward Malloch and Capt. Lyon. On the latter of the above three occasions, Captain Lyon was returned against Captain Petrie. The latter protested, and the case was decided in his favor; but not until his opponent had sat two sessions in Parliament. On the first above-mentioned occasion, Hon. Mr. Pinhey was returned as being elected over Capt. Lyon, but upon the latter protesting, the former resigned his claim in Capt. Lyon's favor rather than submit the question to the usual test. It will be noticed that the first two of the above terms were shorter than the usual period, which was four years. This was caused by dissolutions to meet the exigencies of the political party in power for the time being. The last session of the last Parliament, in which Carleton sent two representatives, was assembled on the 3rd December, 1839, and sat till the 10th February ensuing.

During the year 1840 all parties were waiting for the completion of the negotiations and legislation which were to unite the Provinces, and the general election was not held till the 8th April, 1841—the new Parliament assembling at Kingston on June 13th of that year. At this election the contestants were Capt. Lyon and Edward Malloch—the former being the successful candidate.

This Parliament, the first of united Canada, was dissolved by Lord Metcalfe on the 24th September, 1844, immediately after its first assembling at Montreal. The elections were held on the 10th Nov., and James Johnston was elected by a very large majority. This gentleman was among the earliest settlers in Bytown—his name appearing among the business men of that place as early as 1828, as a storekeeper and auctioneer. He was also subsequently a newspaper man, though originally a blacksmith by trade, and a very clever fellow—entirely a self-made man—and, at one time, by far the most popular in all that section of the Ottawa Valley. But dissipation—to which he had previously been a stranger—followed him into his political life, as it has many of our best and ablest men, and soon wrecked the prosperity which it had taken a lifetime of labor and self-denial to build up. He was a great friend of Dr. Dunlop, a very widely known man, then representative for Huron. During a carouse in the refreshment-room of the House, the Doctor challenged Johnston to resign his seat, whereupon he immediately walked into the Assem-

bly-chamber, and, addressing the Speaker, said he wished to resign. On taking his seat next day, ignorant of what he had done, or thinking at most that it was but a joke—the Speaker called the attention of the Sergeant-at-arms to the fact that there was a stranger in the house; and Mr. Johnston was left to meditate at leisure upon his injudicious course.

Writs being immediately issued for a new election, the candidates were Johnston, Malloch and Lyon; but the former was deserted by his friends, and only obtained a few votes—Capt. Lyon being returned for the unexpired term of the second Parliament.

This Parliament being dissolved Dec. 6th, 1847, new elections were held June 24th, 1848, and Malloch was elected over Lyon, who again opposed him.

The fourth session of the third Parliament terminated at Toronto (whence it had been removed on the burning of the Parliament buildings at Montreal) on the 30th August, 1851; and the first session of the fourth Parliament assembled at Quebec, on the 16th August, 1852, electing J. Sandfield Macdonald, Speaker. Mr. Malloch who was again returned for Carleton to this Parliament (which was his last legislative term), was the son of a shoemaker who had been one of the earliest settlers in the Village of Richmond. Being an industrious and prudent man, he was enabled to bestow upon his family a liberal amount of such educational advantages as were at that time obtainable—and the use they made of those advantages proved them alike a credit to themselves and an honor to the father whose sacrifices in their interests he lived to see repaid manifold. His son Edward, though not a professional man, represented the County of Carleton in Parliament for 19 years, and was for many years Sheriff. Two other sons attained to leading positions at the Bar, and were afterwards judges—one, of the County of Leeds, and the other of the County of Lanark.

At the session of 1854, which assembled June 13th, a dead-lock occurred, owing to the nearly equal division of the opposing political parties, and a dissolution took place June 21st, without having passed a single Bill. The general elections came on in July, and the new Parliament assembled Sept. 5th following. Wm. F. Powell was elected for Carleton for this Parliament. He was the son of Major Powell, Bvt. Lt.-Col. of the 99th, who commanded that regiment at Quebec previous to its disbandment—after which he was retired on half-pay and appointed to the superintendency of the military settlement at Perth, as Col. Burke was at Richmond. Col. Powell was an extensive farmer and leading citizen of the County of Lanark, of which he was the first Sheriff. He died in his native town of Sligo, Ireland. His son Wm. F., was born at Perth, removing to Bytown when a young man. Previous to his election to Parliament, he had represented Bytown as Deputy-Reeve and Reeve in the Dalhousie District Council—over which he has been chosen to preside as Warden for a number of successive terms.

During the continuance of this, the fifth Parliament, the seat of Government was again transferred from Quebec to Toronto (meeting there Feb. 15th, 1856), and the inconvenience of the migratory system induced that body at its last session, in 1867, to ask Her Majesty to name a location for a permanent capital, and to vote a grant of \$900,000 toward the erection of Public Buildings, whenever such selection should be made.

During the latter part of the same year (1857) new elections were held, and the sixth Parliament assembled on the 25th February, 1858; Mr. Powell being again returned for Carleton. This was an unusually prolonged session—much time being consumed on the Seat-of-Government question. Ottawa had been selected by Her Majesty as the capital. The Government of the day stood by the choice, but it was distasteful to the majority—and on the 28th July the Ministry resigned, being defeated on a motion brought in by the Opposition “that it was a cause of deep regret that Her Majesty had been advised to select ‘Ottawa as the capital of the country.’” The Brown-Drummond Ministry was then formed, but the two parties were so evenly divided that the necessary legislation for conducting the public business could not be carried on, and the new Ministry were defeated on a motion of want of confidence, and resigned after holding office two days. The Cartier-Macdonald Ministry was formed, which perpetrated the notorious “double-shuffle,” and tided through the difficulties of their narrow majority till the expiration of the sixth Parliament, with the session which met March 16th, 1861 (again at Quebec), and closed on the 8th May.

During all this agitation, in which the choice of the capital formed one of the chief points of difference, Mr. Powell very warmly espoused the side of John A. Macdonald, the great champion of “the Queen's choice.”

At the general election following, the Reformers obtained a narrow majority; but Carleton again returned Mr. Powell. The seventh Parliament assembled at Quebec, (in the early part of 1862, and on the 30th of May, during that session, the Ministry were defeated on the Militia Bill, and succeeded by the Macdonald-Sicotte (Reform) Administration; which was in turn defeated on the 12th May, 1863 (session meeting at Quebec, Feb. 13th), and Parliament was at once dissolved.

At the general election soon following, Mr. Powell was returned for the fourth time by the County of Carleton, to the eighth Parliament, which held its first session Aug. 13th, 1863. The Sandfield-Macdonald Ministry, (with changes in *personnel*) lived through this session—but were compelled to resign in 1864; and gave place to the Taché-Macdonald Administration, on the 30th March. They were defeated June 14th; and in order to proceed with the public business, and introduce some system which would do away with the dead-locks that were at any time likely to arise under the existing status, a Coalition Government was formed of the strongest men of both parties; and the scheme inaugurated which a few years later resulted in the Confederation of the British North American Provinces into the Dominion of Canada.

In 1865 Parliament assembled for the last time at Quebec, on the 8th August—the second session during that year—to hear the report of the Deputation to England, in regard to the proposed Confederation; and on the 8th June, 1866, the first meeting of the Houses of Parliament was held in the new Parliament Buildings, Ottawa.

The British North American Act came into operation July 1st, 1867; the old Parliament expiring. Mr. Powell retired from Parliamentary life to accept the shrievalty of the County, and in the general election which followed, John Holmes was elected to the Commons over John Rochester, who ran for the County against him.

Both the above gentlemen contested the County again for the Commons, at the general election of 1872; but this time Holmes was defeated by Rochester, by a narrow majority.

Mr. Holmes was for many years a leading man in the municipal and political affairs of the County. A brief reference to his public acts is elsewhere given. Mr. Rochester is the son of one of the early settlers in that part of Nepean known as Rochesterville, a suburb of the City of Ottawa, which was named after him. He is one of the leading business men of the District, having been an extensive brewer and maltster—and being now one of the principal lumber merchants of the Ottawa. At the general election which followed the dissolution of Parliament, on the accession of the Mackenzie-Blake Administration, Mr. Rochester was again returned for the Commons, and again at the general election of 1878, when he defeated the Rev. John May by a small majority. Mr. May is a University graduate, was formerly a Church of England clergyman, and has been for a number of years the Inspector of Public Schools for the County of Carleton. He is a very able and popular man—well versed in everything—not excepting politics; and the close run he gave Mr. Rochester shows him to have a deep hold on the sentiments of the most intelligent portion of the electors.

The political existence of Bytown as a separate constituency commenced with the operation of the Union Act. The first electoral contest in the Division was between Stewart, Derbyshire and Wm. Stewart, and was gained by Mr. Stewart, a Conservative in politics, and a native of the Isle of Skye, whence he emigrated to Canada and settled in Bytown in 1827. He purchased from the original patentee of the Crown, in 1833, the tract of land lying south of the city limits, and now known as Stewarton,—which has since grown into a part of the City, and is of immense value. He was at one time one of the principal lumber merchants of the Ottawa, and for many years a leading man in all public, municipal and political affairs. He only represented Bytown during one Parliament, but subsequently sat in the Assembly for the County of Russell. He died in 1856, leaving a widow who still survives, and a family, of which one son, McLeod Stewart, is senior partner of the law-firm of Stewart, Chrysler & Gormully, and a younger one is Captain of the splendid troop of cavalry lately formed in Ottawa—the Dragoon Guards.

In the next electoral contest, 1844, the same two gentlemen were candidates—but this time Mr. Stewart was beaten. Mr. Derbyshire was a Liberal in politics, and a strong supporter of Francis Hincks, then leader of the Reform party.

At the general election of 1848 John Scott was returned for Bytown. He was a strong supporter of the Liberal party, a leading and prominent citizen, and very able lawyer. He was the first Mayor of Bytown, and was subsequently created a judge. While Mr. Scott represented the constituency, some of the most important political events transpired which have ever formed a part of our history. The Conservative party had been beaten throughout the country, and all the Reform leaders returned, including Hincks, Baldwin, Lafontaine, Price, Blake, Cameron, Nelson, and Papineau. At the second session, which convened at Montreal, January 18th, 1849, Mr. Lafontaine introduced what was known as the “Rebellion Losses Bill.” It was designed to reimburse those loyal Lower Canadians whose property had been wantonly destroyed during the Rebellion; but the Conservatives, (who were now in opposition—having been supplanted the previous session by the Baldwin-Lafontaine Administration), raised the “loyalty” cry, and made the ignorant super-loyalists of Montreal believe it was a measure to indemnify rebels. The passage of the Bill was the signal for riots in the chief Cities and Towns of Upper Canada, in the hope of deterring Lord Elgin, then Governor-General of Canada, from assenting to it. Not to be deterred, however, such proceedings, he affixed his signature to the Bill on the 26th of April; and the intelligence spread through the city with such rapidity that ere he left the Parliament Buildings he was assailed by a dense mob who looted and groaned at him on his departure and pelted him with stones, clubs and rotten eggs. The same night the bells throughout the city rang alarms—crowds collected in various localities, and marching to the Parliament Buildings, entered them *vi et armis*. One of the rioters then seated himself in the Speaker's chair, and waving his hand solemnly said “I dissolve this House”—a speech received with tremendous applause by the multitude, who had already fired the buildings, which were at once totally destroyed, together with an immense amount of manuscript, public records, the Parliamentary library, paintings, statuary, and many other objects of inestimable value, much of which it was impossible to replace.

This was but the beginning of the riots, which lasted continuously for many days; and during their prevalence the Governor-General was again attacked by a mob, while being escorted by a troop of dragoons, and accompanied by his suite, when he drove into the City to receive the address of the Assembly on the 30th. He was greeted with showers of stones, and nothing but the superiority of his horses, and the fine driving of his postillions enabled him to escape the desperate mob—and not even then till the head of his brother, Col. Bruce, had been severely cut, serious injuries inflicted upon the Chief of Police, Col. Ernanger, and Captain Jones, commanding the escort—and every panel of Lord Elgin's carriage driven in.

Previous to this, Lafontaine's house had been attacked and his stables burned down, while the houses occupied by Baldwin, Cameron, Hincks, Dr. Nelson, Holmes and Wilson—leading Reformers—were sacked and badly damaged. Delegates from Quebec and Toronto, who had hastened to Montreal on the first news of the riots, to induce a removal of the Seat of Government to their respective cities, were attacked—their hotels sacked, and some of them narrowly escaped serious injuries. Next day Lafontaine's house was again attacked and one man was killed by the military in dispersing the mob; and during the inquest, the hotel in which it was being held was fired, and violent attempts made upon Mr. Lafontaine, who was rescued by the military.

These riots, and the personal insults offered to Lord Elgin led to his resignation, but the Home Government upheld his course, and refused to accept it. These disgraceful acts, and the action of the British Ministry in connexion with them, proved a blow to the Conservative party from which they never fully recovered till the position they assumed in connexion with the Confederation Act of 1867 again restored their fallen prestige.

The effect upon their opponents was, of course, exactly the reverse of their own discomfiture; and Lord Elgin became the most popular man in Canada with the Reformers, and the most bitterly hated by the Conservatives. While matters were in this state a public meeting was held on the 1/6th September, 1849, at the Lower Town Market, Ottawa, for the purpose of inviting Lord Elgin to visit Bytown, and to make arrangements for his reception. Mr. Scott took a leading part in favor of extending the invitation—which was bitterly opposed by the other



party. The meeting finally resulted in a riot in which one man was killed, several severely wounded, and a large number more or less injured. Nor did it end here. The adherents of both parties assembled for miles in all directions, and anarchy and bloodshed were only prevented by the overawing presence of a large force of military with guns in position at every available point throughout the Town.

These riots have since been known as "the 17th September Riots"—and the day is popularly known as "Stony Monday." It formed quite an epoch in the political history of Bytown, and of course resulted in no invitation being extended to Lord Elgin, as first designed. The able defence of the rioters, some of whom were tried for murder, first brought Robert Lees, Q.C., then a very young lawyer, in prominent and popular notice, and laid the foundation of his future great success in the legal profession.

The above riots of course had the effect of defeating the scheme of the Liberals to invite Lord Elgin to Bytown. But two years later, when party spirit subsided and the Governor-General had made himself very popular with all parties, he was invited to the place, and accepting the invitation, a very pleasant visit was spent. Joseph Aumond and John Egan, then the leading "Lumber Kings" of the Ottawa, were instrumental in carrying out the plans for the visit, and it is said they privately spent over \$4,000 in dispensing hospitality to the noble Earl.

The political complexion of the electors of Bytown again changed with the close of Mr. Scott's incumbency as its Parliamentary representative—Agar Yielding, who succeeded him, being a strong Conservative.

He, in turn, was succeeded by Hon. Richard W. Scott, Q.C., Senator, late Secretary of State in the Mackenzie Administration, and present leader of the Opposition in the Senate. This gentleman sat two terms in the Legislature, being elected first at the general election of 1857, and again returned at that of 1861; but at the next general election, in 1863, he was defeated by J. M. Currier, one of the present members.

Mr. Currier is a native of Vermont, where he was born in 1820; though he has been a resident of Canada since he was 16 years of age. For many years he has been among the heaviest Canadian operators in forest products. He is a man of great business tact and ability, and immensely popular, both personally and politically. He was the first member representing Ottawa in the House of Commons, and at the general election of 1874 he was again returned, this time by acclamation.

This year the City became entitled to two representatives; and by arrangement between the parties, one was selected by each, and the two returned without an electoral contest. The Reform member was the late John Bower Lewis, son of Capt. Lewis of the Richmond colony of 1813, one of the finest lawyers which Carleton has produced or possessed—and previous to this, the first Mayor of Ottawa, a position which he filled for three successive terms.

On the dissolution of Parliament by the newly formed Mackenzie Administration, the election was contested by three candidates, J. M. Currier, P. St. Jean, M.D., and Joseph Aumond—the two former (of whom, P. St. Jean, is a very able and popular city physician, and a strong Reformer), being returned.

At the session of 1877 the Conservatives "sprung" the technical provisions of the "Independence of Parliament Act" upon the Ministry, aimed chiefly at Mr. Anglin, member for St. John, N.B., and the Speaker of the House of Commons—against whom the Opposition entertained a bitter enmity. The Reformers retaliated—the consequence being that quite a number on both sides were found ineligible, under the letter of the law, to the positions they occupied. Mr. Currier was one of these—the bar to his eligibility being the fact of the business firm of which he was a partner having furnished lumber to some of the Public Departments. He therefore resigned his seat, April, 1877—but in the election following he was returned by 1,200 majority.

At the last general election, 17th September, 1878, he was again returned at the head of the poll, when there were four contestants—Dr. St. Jean, M. P., Mayor Bangs and Joseph Tassé, besides himself. The latter was returned as his colleague, and is also a Conservative. He is a young man, a French Canadian, an excellent scholar and powerful speaker, and was formerly French translator in the Parliamentary offices.

The "local" representation of Ottawa began, of course, with the organization of the Ontario Legislature, contemporary with Confederation. The first representative of the City in the Ontario Legislature was Hon. R. W. Scott, who returned to political life by the choice of the electors at the general election of 1867. He was again returned at the general election of 1871, and chosen Speaker of the second Parliament of Ontario—a position which he resigned on the formation of the Blake-Mackenzie Administration—accepting therein the position of Commissioner of Crown Lands. He sat during the continuance of the second Parliament, and on the 13th March, 1874, was appointed Senator and chosen to a position in the Mackenzie Cabinet, which he retained till the resignation of the ministry after the general election of 1878. Mr. Scott is a strong temperance man; having introduced, and succeeded in getting passed the "Canada Temperance Act," commonly known as the "Scott Act," in the Dominion Parliament. He also introduced and carried the "Separate School Act of 1863" in the Ontario Legislature.

At the general election of 1874, D. J. O'Donoghue, "the working man's candidate," was returned by the City, which only sends one representative to the Legislature—though two to the Commons. Mr. O'Donoghue is a young man, a printer by trade, a sociable and agreeable gentleman, very intelligent and well informed, who though a "working man," has done the City, for which he is still the sitting member, no discredit as its Parliamentary representative.

The Electoral Division of the County of Carleton elected as its first representative in the Legislature, Robert Lyon, the present Junior Judge of the County.

He was defeated at the next general election (1871) by Wm. George Monck, the present sitting member. Biographical sketches of both the above gentlemen will be found elsewhere.

When the parti-elective system came into force for the Legislative Council of Canada, the Division to which Carleton belonged, returned as its first elective M. L. C., the Hon. Philip Vankoughnet, Q.C., Commissioner of Crown Lands in the Macdonald-Cartier Administration during the time of the seventh Parliament of United Canada.

This gentleman having been appointed Chancellor of the Court of Chancery, in the early part of 1862, the seat became vacant; and at the election called to fill the vacancy, the Hon. James Skead was returned as a member of the Legislative Council; and by the operation of the British North America Act, which formed the Dominion, he became a Senator.

### MILITARY HISTORY.

Canada has been more or less of a military nation from the time of which we have any authentic record. As we have seen in the "early history," even the painted savages who roamed the forests of the Ottawa Valley ere Champlain, its discoverer, had left his native France, were a nation of warriors; and the military history of this locality may be said to have commenced from the moment he gave his alliance to the Algonquins and Ottawas.

But with these remote periods it is not proposed to deal under the above heads, nor will it even be necessary to trace the ever-changing status of military affairs, as applied to Canada, except so far as they have been followed by noteworthy changes in that part of it to which our attention is more particularly directed. These changes have been the effects of much legislation—the state of the country from a military aspect engaging the constant and most assiduous attention of our rulers and the rulers of the British Empire. This solicitude has been from time to time heightened by the threatening attitude of a foreign power on our immediate southern border, from whom the dividing-line for many hundreds of miles is simply an imaginary one, and whose ambition and military resources alike warn us to be at all times ready, aye, ready!

Believing it better to give the results of the various changes simply, and therefrom to judge the changes themselves, we will pave the way by stating that the present military territorial unit throughout the country is the "Regimental Division," and that in point of territorial extent and geographical limits it corresponds exactly, and in all cases, with the Electoral Division, which has been above explained. The convenience, so far as applied to military affairs, of making the political and military divisions correspond and coincide with each other can be seen at a glance, and the idea which originated it was undoubtedly of one well-informed in public civil, as well as military matters. It is quite reasonable that a member of Parliament, for instance, should have better facilities for knowing and judging of all facts concerning the disposition of the men—the personnel of the officers—and the general requirements of the service, including vacancies, appointments, promotions, &c., in his own electoral division than he could in any other, or any other could of his; and as matters both of political and military nature have to be transacted at the capital, the plan adopted by the present Militia Act, as to the adoption of the Regimental Divisions, is the most feasible which could have been desired, and tends, moreover, to make a certain connection, as it were, between the public civil and military services, which must result in a greater mutual interest—the one with the other, and a consequent benefit to both.

From the nature of the subject, any remarks upon the literal history of the County of Carleton from a military point of view, must be very brief, as the chief events which combine to form whatever of military history this country possesses—and its record in that direction is, beyond contradiction, a record worth of emulation—had transpired before the Capital County possessed a local habitation and a name. The most recent of these events, at the time when Carleton first began to attract the attention of the settler, was the Anglo-American War of 1812-15, and the first important settlement of the county resulted from causes which were themselves the direct effects of that war. The history of its early settlement (which is elsewhere detailed) might therefore be called a part of its military history, as it was accomplished by a race of men of an eminently military character, most of whom had followed the life-long profession of arms, and had contested under the Royal Cross the right to empire on many a hard-fought field, in many a foreign country and changing clime and varying latitude, from the burning sands and sinuons of the Indus to the icebergs, glaciers, and eternal snows of Labrador.

This military element in the population became proportionately very strong, and an account of the names and ranks of the members of the old militia, whose proficiency in the science of arms (aside from what many of them had previously possessed from Army or Navy service) was acquired on the "yearly training day," forcibly reminds one of Artemus Ward's company during the American Civil War, in which there were thirty-one captains and one private. These "training days," under the old system, were laughable affairs, at least so we now think. All the able-bodied men were required to meet one day in the year (generally on the birthday of the Sovereign), and be "put through" the drill, which consisted in answering to their names, "shouldering" and "presenting" arms (said "arms" comprising a few fowling-pieces, pikes, pitchforks, &c.) to the gallant commanding officer, who thereupon called upon them to give three cheers for the King—which, being done, he "treated," and everybody else treated, and the private and thirty-one captains of company blank of His Majesty's blank regiment of Carleton Militia retired with a patriotic consciousness of having done their duty to their country. Plainly speaking, the "system," or rather entire lack of system, in the old militia branch of the public service was the worst description of farce—the meeting being generally made the occasion of drunken brawls, factional riots, and the settling of "old scores."

We find, however, that when serious work was apprehended, the men were always on hand to do it. Although Carleton was in comparative proximity to the scenes of the greatest disaffection in Lower Canada at the time of the Rebellion, none of the inhabitants seemed to have favoured the idea of the redress of grievances by the force of arms, the people, in a body, supporting the constituted authorities by offers of military service in all directions, and in far greater number than any necessity existed for. As long ago as 1837, there appears to have been at least four regiments of "sedentary" militia, as they were then called, on paper, in the County of Carleton; but this county then embraced a very much larger area than it does at present. We find that Captain Baker's company, of Colonel the Hon. Thomas McKay's regiment (the 4th Carleton), were called into active service at that time, and were stationed on Barrack Hill, Bytown—where the Parliament Buildings now stand—and a company from Goulburn, in which Edward Mills, father of the present Reeve of Torbolton, was an officer (a full list of the officers cannot be found), were present at the series of battles fought along the St. Lawrence front, including the Windmill, Ogdensburg, and Chrysler's Farm.

The oldest militia Colonel for Carleton is said to have been Lieut.-Colonel Burke, an ex-officer of the regular army, who commanded a regiment about 1820. The command must at that time have been merely nominal, as there were then very few settlers within the district limits. Subsequently Lieut.-Colonel Lyon, father of the present Judge Lyon, commanded the 2nd Carleton Militia. Among the chief militia officers of the district, previous to and during the Rebellion, may be mentioned in addition to those spoken of, Major Lett (father of the present

City Clerk of Ottawa), Major Ormsby, Major Street, Major Edwards, Major Aumond, Major Smith, Captains Stephenson, McKinnon, McFaggart, Fenton, Freeman, and Petry; and afterwards Lieut.-Colonels Aumond and Smith (late majors), Major Bradley, Captain Durie, Captain Hay, Captain Hinton, Captain Pinhey, and Captain McElroy.

A regiment of volunteers was organized during 1837, whose services, however, were not required by the Government; Colonel Burke was commanding officer; Maxwell, Lyon, and Lett, Captains; Sproule, Lieutenant; Short, Chaplain; and Crawford, Physician. The sons of these men afterwards organized a volunteer battery of artillery, said to have been the first in Upper Canada. W. P. Lett, now City Clerk of Ottawa, was the most prominent in raising this corps.

After many years the plan was introduced of forming companies of "active militia." These were generally "independent" companies—that is, not joined to any regiment, the unit of our present military system being then the highest division of military organization. These companies received a small amount of encouragement from the Government in being supplied with arms, though they had to buy their own uniforms—it being the custom to do so by instalments of their annual drill pay. It generally took about five years to get square with the Government on uniform account, and before that time another was generally needed. These companies were, from the nature of things, only formed in the larger towns. They were mostly called "Rifles," and generally dressed in a nondescript coloured uniform between green and grey.

The first organization of this description within the county was about the year 1854, when "No. 1 Rifles" was formed, with Captain George Patterson, Lieutenant James Fraser (the present Deputy Clerk of the Crown and Pleas), and Ensign Francis Abbott, as the first officers. As "No. 1" was the first representative body in Carleton, which afterwards formed the nucleus of the present extensive military establishment and splendid volunteer force, we herewith append the names of the principal officers who have been since then connected with it. The following were the captains in succession:—James Fraser, John Furlough, Donald M. Grant, J. M. May, D. Mowatt, J. R. Esmonde, R. C. W. McCuaig, and R. Lang. The company was in active frontier service in 1865, and its captain (Grant) was made Lieut.-Colonel of the Provisional Battalion, of which it was a part. Of three "Rifle" companies which, at various times, existed in Ottawa, this is the only one left, and is now Company E, 56th Rifles, commanded by Lieut. Colonel Jessup, with head quarters at Prescott. Lieutenant Cluff is the officer second in command.

The other two Rifle companies were organized by Captains Turgeon and Galway respectively. Subsequently Captains Varin, Beaubien, and Carriere commanded No. 2 in succession, and Captains Porter and O'Connor No. 3. They both disbanded after several years' existence.

A company of Engineers was also formed in Ottawa about twenty years ago by Captain D. Sinclair, who was succeeded by Captain Perry. This organization was also disbanded after a few years' existence.

In 1859 the first battery of the afterwards celebrated Ottawa Garrison Artillery was raised by Captain Forrest. It is also said to have been the first garrison battery in the Dominion. It stood alone for some time till the removal of the seat of Government from Quebec, when Captain Ross (formerly of No. 2 Battery, Quebec) raised No. 2 battery here. Subsequently other five batteries were formed, and it was then called a "Brigade," Captain Forrest being the first commanding officer, with the rank of Lieut.-Colonel. The field and staff at the formation of the Brigade were Lieut.-Colonel Forrest, Major Ross, Adjutant Parsons, Surgeon Codd. The original captains of the batteries were: (No. 1) Forrest, (2) Ross, (3) Perry, (4) Adams, (5) Hopper, (6) Graham, and (7) DeBoucherville. Major Ross succeeded to the Lieut.-Colonelcy, and eventually Lieut.-Colonel Peter Egleson, who entered as 2nd lieutenant of No. 1 Battery, commanded the Brigade on its disbandment a few years back.

At the time of the "Trent affair" a number of volunteer companies were organized throughout the county, among which was one by the present Judge Lyon, who was chosen captain. This company attained considerable proficiency in military drill, but their services were declined with those of many others, when the excitement causing their origin had died out.

Nine companies thus formed throughout the rural sections of the county were afterwards incorporated into the 43rd Battalion of volunteers, of which Lieut.-Colonel Bearman was the commanding officer, and Wm. Hume Cooper, Adjutant. Six of these nine companies dropped off one by one, being "gazetted out" for not keeping up to the number required by regulations; and the regiment has lost its organization, the remaining three companies being now "independent." These companies are known as the Metcalfe, Goulburn, and Vernon companies, and formerly No. 3, 6, and 9 respectively, of the 43rd. The officers are: of the first-named, Captain Ira Morgan; of the second, Captain Gavin, Lieut. Tubman; and of the last-named, Captain McGregor. There is also a company with head quarters at Kinburn, in Fitzroy, Captain Robert Walker, which is, for some reason unexplained, attached to the Brockville regiment, No. 42.

Thus, of all the active militia above-mentioned, but five companies remain, and two of those (Metcalfe and Vernon), although in the County Carleton, are within the regimental division of Russell, while the Rifle company is within the regimental division of Ottawa, leaving at the present time but two companies of volunteers within the regimental division of Carleton.

Along with the above might also be mentioned the Ottawa troop of cavalry, for a number of years back commanded by Captain Sparks. This troop, which lately might be said to have gone out of existence, was still retained on the rolls at the Adjutant-General's Office, and was lately re-organized, under command of Capt. John Stewart, son of Wm. Stewart, the first M.P.P. for Bytown. This troop has been brought into notice by recent events in connection with the advent of the new Governor-General. It is really a splendid body of volunteer cavalry, and is known by the title of "The Princess Louise Dragoon Guards." We have spoken of the above in the historical order of their formation, though the order to be observed should be, first, cavalry; then artillery, engineers, and infantry.

Besides the Dragoon Guards the present active force in the city of Ottawa is the Field Battery, and the Governor-General's Foot Guards. These are both what are generally known as "crack corps," and without the slightest exaggeration, each may be described as second to none in the whole Dominion in their respective classes. The celebrity which these two noted corps have attained throughout the country entitles them to more than passing notice.



The Field Battery was gazetted during the year 1855, with the following officers:—Captain (afterwards Lt.-Col.) Turner; 1st Lieuts. Forrest (afterwards Lt.-Col. of the O. B. G. A.), and Farley; 2nd Lieut. Alex. Workman. The various officers who have commanded the Battery, in succession, are Workman (Lieut.-Commanding), Forsyth and Clarke. The present officers are—

*Captain*—John Stewart.  
*1st Lieutenants*—W. McKay Wright and B. Billings.  
*2nd Lieutenant*—Benjamin Savage.  
*Paymaster*—A. S. Woodburn.  
*Surgeon*—Dr. T. B. Bentley.  
*Vet.-Surgeon*—James Harris.

The Battery has been several times on active service, and is in the most serviceable and efficient possible state.

The Governor-General's Foot Guards bear the same relation to the other Volunteers of the active force that the British Household Troops do to the Troops of the Line. The organization of the Guards was authorized by General Orders of 7th June, 1872, and completed by General Orders of the 18th of the same month, by the formation of three Companies, two of which were the late independent companies of Civil Service Rifles.

The first formation of the Civil Service Rifles dates to 1862, while the seat of Government was at Quebec. Here one company was formed (the officers being Major C. J. Anderson, Capt. F. Brown and Lieut. J. Les. B. Ross), which at the time of Fenian Raid (1866) were increased to a regiment, by conscripting all members of the Civil Service under 45 years of age. The Field officers were Lt.-Col. Wily and Major C. J. Anderson; the Captains, Langdon, Bouchette, Meredith and White. It was originally formed for guarding the public buildings, and when that necessity disappeared in 1868, the regiment was disbanded, but two independent companies soon re-formed, which subsequently amalgamated with the G. G. F. G., as above stated.

This regiment is under the direct command of the Adjutant-General at head quarters, and has precedence over all other corps of similar rank. The uniform is the same as the Coldstream Guards, and the rules which govern them, as to appointments, promotions, &c., are the Army Regulations as applied to the Household Troops. They comprise six companies, every one of which is filled to the maximum permitted by regulation—55 men—or 330 men besides officers; and the alacrity with which they turn out may be judged by the fact that of those 330 men, 328 answered to their names in the ranks at the grand Volunteer Review at Montreal on the 24th of May last.

Besides routine duty, they form Viceregal escorts at the opening and closing of Parliament, and on various State and public occasions. One of their most effective services was the prompt quelling of the Orange-Catholic riot in this city on the night of the 12th August last. Taken as a whole, the G. G. F. G. is a regiment of which Ottawa and Carleton are justly proud; and of which the whole Dominion well might be.

Below are the present officers:—

*Lieut.-Col.*—Thos. Ross (late O. B. G. A.)  
*Majors*—Bvt. Lieut.-Col. White and J. P. McPherson (late Capt. C. S. R.)  
*Adjutant*—Bvt. Maj. Walsh (late C. S. R.)  
*Paymaster*—Major Wicksted.  
*Quarter-Master*—Capt. Grant.  
*Surgeon*—Major Malloch, M.D.  
*Assist. Surgeon*—W. R. Bell, M.D.  
*Captains*—Tilton, Weatherby, Lee, Todd, Dunlevie and Aumond.  
*Lieutenants*—Graburn (Bvt. Maj.), Griffin, Toller, Gauthier and White.

*2nd Lieutenants*—Webb, Graburn, Surtees and Webb.

The various grades rank in the order named. They belong to no particular companies, but are *Regimental* in the Regular Army sense of the word.

The Guards, as also the Field Battery, have each an excellent band; and it is the unprejudiced opinion of one whose experience should enable him to form a correct estimate of their comparative merits, that both Artillery and Guards are a model to be emulated by the citizen-soldiers of our Volunteer Force.

We have heretofore said nothing of the Regulars. And although Bytown, and afterwards Ottawa, was a military station from its first settlement, which was in fact started by two companies of Sappers, who were sent out by the Imperial Government to help to build the Rideau Canal, yet the fact of the existence of a few regular troops here, or the periodical changes which were made by the recall of one detachment and their replacement by another—in carrying out the system of the regular order of the army term of foreign service, cannot be of very great interest to the majority of readers—nor did the paucity of their numbers either add to or detract greatly from the material prosperity or moral improvement of the place. The last to leave were a detachment of the Prince Consort's Regiment. Previous to them the 100th Royal Canadian Regiment, which was raised in Canada during the Crimean War, were stationed here for one year, having arrived during the Fenian Raid of 1866. The Prince Consort's departed at the time of the general withdrawal of British Troops from the Dominion some years ago.

Many men from the various regiments which were quartered here, from the time of the arrival of Col. By's Sappers to the departure of the Prince Consort's, obtained their discharges and settled in the vicinity of Ottawa, making a very valuable, as well as a numerical addition to the population of the city and county.

We have previously remarked upon the inefficient character of the old militia system during the period of the traditional "training day." It does not appear necessary to trace the many changes in the laws, through their various stages. The results of those changes are to be seen in the magnificent volunteer army which the country possesses—a very fair representative portion of which has already been described.

But the existence of the above force is but one factor of this national and patriotic system. We have now some *method* with regard to the enrolment of the whole arms-bearing population into various classes, and their division into brigades, regiments and companies, which makes it feasible to call upon any number of required men at any moment the necessity arises.

In order to a more thorough understanding of the system it would be well to give a brief summary of the chief characteristics of the present Militia Act. This is known as the 31st Vic. Cap. XL, and was assented to 22nd May, 1869. It contains 100 sections, and is divided in 35 different heads. The chief of these, which relate to the government of the *Active* or Volunteer, and Regular Militia (Mounted Police,

Regular Batteries, &c.) are so generally well known as not to require mention. Those relating to the Reserve Militia which most interest us are the classification of the Militia, their enrolment and exemptions.

And to begin in inverse order of the above, the latter exclude from enrolment all Judges, Clergymen or Ministers, Professors in Colleges, Teachers in religious orders, all Wardens, Keepers, &c., of Penitentiaries and Asylums, persons disabled by bodily infirmity, and the only sons of widows—also on certain conditions—retired officers, seafaring men, Pilots, Masters of Public Schools, and Quakers, &c., whose religious convictions are averse to bearing arms. All others between 18 and 60 years of age are divided in five classes:—

1st.—Between 18 and 30, unmarried, or widowers without children;  
 2nd.—The same, between 30 and 45;  
 3rd.—Between 18 and 45, but married, or widowers with children;  
 and—  
 4th.—All between 45 and 60 years of age.

In case of war, these classes are drawn upon in the order named, one being exhausted before the other is drawn.

The Dominion is divided into Military Districts, these in Brigade Divisions, and these again into Regimental Divisions, which are the same as the Electoral Divisions.

The first enrolment under this system took place in 1869. It was provided that it should take place every two years, which it did up to 1873. Then, by special Act, it was postponed from time to time, and the next enrolment will not occur till 1879.

There are a Lt.-Colonel, two Majors, a regular Regimental Staff, and Line Officers for ten Companies, in each Regimental Division.

Carleton is in the 8th Brigade Division of the Military District, with head-quarters at Brockville.

The present officers of the Carleton Division are,  
*Majors*—John Dawson and Hiram Sykes.

*No. 1 Co., (Fitzroy)*—Captain Wm. Dean.  
*No. 2 Co., (Torbolton)*—Capt. John Smith; Lieut. Hedley; Ensign Buckham.

*No. 3 Co., (Huntley)*—Capt. Andrew Lett.  
*No. 4 Co., (March)*—Capt. John G. Street.  
*No. 5 Co., (Goulbourn)*—Capt. John Kemp.  
*No. 6 Co., (Richmond)*—Capt. W. H. Butler.  
*No. 7 Co., (Nepean, East)*—Capt. James Beaman.  
*No. 8 Co., (Nepean, West)*—Capt. John Nelson.  
*No. 9 Co., (Marlboro)*—Capt. John Mills.  
*No. 10 Co., (N Gower)*—Capt. Wm. Cowan.

C. M. Church, of Hazeldean, was the last Lt.-Col., but was gazetted out in 1874.

The number of men in the above Divisions is as follows:

DIVISION	1ST CLASS	2ND CLASS	3RD CLASS	4TH CLASS	TOTAL
Fitzroy.....	221	35	163	95	514
Torbolton.....	73	10	53	31	167
Huntley.....	197	39	169	89	494
March.....	89	16	87	71	263
Goulbourn.....	250	36	256	131	673
Richmond.....	36	4	20	18	78
Nepean (1st).....	123	75	121	88	457
Nepean (2nd).....	199	48	311	164	722
Marlboro.....	201	20	133	98	457
N. Gower.....	220	3	195	145	563
Total.....	1659	236	1563	930	4388

The following are the officers for the Regimental Division of Russell, so far as relates to the Townships of Gloucester and Osgoode.

*No. 1 Co., (Gloucester, North)*—Capt. James Blackburn, Lieut. H. Robillard, Ensign Hezekiah Marland.  
*No. 2 Co., (Gloucester, S.)*—Capt. Nicholas Clarke; Lieut. John O'Doherty; Ensign David Gemmill.  
*No. 3 Co., (Osgoode, East)*—Capt. Adam J. Baker; Lieut. John Blair; Ens. John McNab, jr.  
*No. 4 Co., (Osgoode, West)*—Capt. Thos. Mansfield; Lieut. John S. Campbell; Ens. James Kearns.

The number of men in the above Townships is as follows:

CO. DIVISION	1ST CLASS	2ND CLASS	3RD CLASS	4TH CLASS	TOTAL
Gloucester (N.)... 399	84	366	243	1092	
do. (S.)... 198	11	141	135	485	
Osgoode (E.)... 216	45	151	150	562	
do. (W.)... 159	30	160	78	427	
Total.....	972	170	818	606	2566

Do. in Carleton }  
 Reg'l Div. } 1659 236 1563 930 4388

Total in Co. of }  
 Carleton.... } 2631 406 2381 1536 6954

The Officers for the Regimental Division of Ottawa are—

*Lt.-Col.*—Joseph Aumond.  
*Majors*—Allan Gilmour and George Hay.  
*Captains*—Wm. H. Pennock, Joseph H. Pellant, William White, Nazaire Germain, Moore Higgins, Thomas Hunton, Joseph DeBoucherville, Jas Cunningham and William B. Ross.  
*Lieutenants*—Wm. H. Walker, George Aumond, Servius Ferland, Wm. Findlay, Patrick G. Brophy, Wm. Shoolbred, James S. Brough, John Manuel and Neil W. McLaren.

*Ensigns*—Chas. Thomas Routh, Arthur Frs. Sauriol, Geo. Germain, J. F. Gingras, A. J. McSteers, Chas. Hubaud, H. W. Griffin, Edward C. McGillivray, and Hammett P. Hill.

The total number of militiamen in the Division is 4954; total in Carleton County, 6954; total (exclusive of volunteers) in City and County, 11,699.

The same Act governs the Active and Reserve Militia, except a few clauses which refer to the one exclusive of the other. They are both under the jurisdiction and command of the same staff, from Brigade officers up to Commander-in-chief.

The staff of this (the 4th) Military Division (whose head-quarters are Brockville, are as below:

*Deputy-Adjutant General*—Lt.-Col. W. H. Jackson.  
*Brigade Major*—Major George Mattice.  
*Paymaster*—Major David Wylie.

The late general order, changing the titles of certain officers from Cornet and Ensign, to that of 2nd Lieutenant, applies only to the Active Militia, and the same with the change of Battalions to Regiments.

The number of Active Militia performing annual drill was laid down

by the Militia Act as 40,000. As high as 42,000 have performed drill, but for the past three years the number has been reduced to 20,000, on account of the curtailment of all other public expenditures, for the benefit of the Department of Public Works, in connexion chiefly with the enormous outlay on the construction of the Pacific railway.

Taken as a whole, the present militia system seems to meet the requirements of the country, and the entire business connected with it is conducted in an admirable manner, considering the amount of appropriations lately made for military purposes. Canada now possesses a Volunteer Army which—though small in numbers—is managed by a thoroughly organized and efficient staff; and which, in point of general excellence, will compare favorably with any similar organization in the world.

## MUNICIPAL HISTORY.

Previous to the union of the Canadas in 1841, the territory now comprising Carleton County was attached to the surrounding districts, and had no separate municipal existence. Under the authority of an Act passed during the first session of the Parliament of the United Canadas, entitled, "An Act to provide for the better internal government of that part of this Province which formerly constituted the Province of Upper Canada, by the establishment of local or municipal authorities therein," the first District Council met at the temporary Court-house in the town of Bytown, on the 9th day of August, 1842, the following members being present:—

1. The Honourable Thomas McKay, Warden.

### COUNCILLORS.

2. John Thompson, for Nepean.  
 3. G. W. Baker, "  
 4. Robert Johnston, for Huntley.  
 5. William McKay, for Goulbourn.  
 6. Robert Grant, "  
 7. Hammett Pinhey, for March.  
 8. John Buckham, for Torbolton.  
 9. John Neil, for Fitzroy.  
 10. William Smyth, for Gloucester.  
 11. Archibald McDonald, for Osgoode.  
 12. John Pierce for Marlboro'.  
 13. John Thompson, for North Gower.

The Commission of the Warden (who at that time held his position by appointment of the Government) was then read by the clerk, *pro tem*.

The first business of the Council was to appoint a Committee, consisting of Messrs. Buckham, Thompson (Nepean), Neil, Smyth and Baker, to draft a set of rules for the government of the proceedings of the District Council. These rules as drafted, submitted, and adopted, embrace the general principles of Parliamentary practice.

Numerous petitions were presented, mostly in connection with roads and bridges, which appear to have been in a wretched state at that time; when the following standing committees were appointed:—

*Public Improvements*.—Messrs. Thompson (Nepean), Smyth and Grant.

*Finance*.—Messrs. Pierce, Neil and McDonnell.

*Statute Labor*.—Messrs. Buckham, Thompson (North Gower), and McKay.

*Schools*.—Messrs. Pinhey, Baker and Johnston.

From the fact that "correspondence was read between Daniel O'Conor, Esq., Treasurer, and the Warden," &c., &c., it would appear that the former, as well as the latter, had been appointed by Government Commission, when the District was set apart.

It further appears from a resolution introduced by Mr. Baker, and seconded by Mr. Thompson (Nepean), requesting the Warden to demand from the Wardens of the "Districts of Bathurst, Johnstown, and Ottawa to transmit to the clerk of this Council, all and every, the records, books, judgments, reports, orders, plans, documents, instruments and writings in their possession, custody, or power, respectively appertaining or relating to the roads, highways, or bridges within this "District," that the said District of Dalhousie was taken from the then above mentioned Districts of Bathurst, Johnstown and Ottawa.

At this meeting the following officials were appointed Auditors:—

By the Council—George Burke.

By the Warden—John Goodman.

The clerk was appointed in a manner which would strike those only acquainted with the present municipal system, as being at least peculiar. The proceedings relating to the appointment are as below:—

"14.—Mr. Pinhey moves, seconded by Mr. Johnston, and ordered: That this Council proceed to the election of three candidates for the office of clerk—the names to be presented to His Excellency:

"It is agreed that the election take place by ballot:

"The ballot for the candidates stands thus:—Baker, 8; Lyon, 5; Gibb, 5; Stanley, 1; Burke, 1.

"Resolved,—That Messrs. G. P. Baker, G. B. Lyon and Alexander Gibb be the three Candidates returned to His Excellency the Governor-General, for his selection for the Clerk of this District."

A very peculiar characteristic in regard to the Clerks of minor municipalities is also noticeable at this time, in the apparent absence of any specification of their duties by General Act. In this connection we observe the following:—

"15.—Moved by Mr. Baker, seconded by Mr. Buckham, and ordered:—That the By-law now presented to regulate and define the duties of the several clerks, be read a first time."

This was accordingly done, the said By-law passing through its various stages, thereby coming into force. The duties, services, mode of payment, and other things connected therewith were then so different from what they now are, that we subjoin a few of the clauses of the By-law referred to above:—

"1. That the several Township Clerks shall call annual meetings, on Warrant of two Justices of the Peace, to assemble the inhabitants—freeholders and householders—paying, or liable to pay, any public assessment, or rate, of such Township, on the first Monday in January each year, at such places as may be appointed by said Justices in their said Warrant, for the purpose of choosing or nominating the Township Officers prescribed by any Act of the Legislature."

"10. That it shall be the duty of the Town or Township Clerk to make out a full and detailed statement of all moneys received and expended by him, by virtue of his office, during each year, which statement shall be signed and certified by the said clerk—a copy of which shall be put up at the place at which the ensuing Town meeting shall be ordered to be held, at or before ten o'clock of the day of said meeting," &c., &c.



"11. That each Township Clerk who shall have duly performed the duties prescribed by law, to the satisfaction of this Council, shall, at the termination of each year, receive the sum of five pounds for each Township represented by one Councillor, and six pounds for each Township represented by two Councillors, for his trouble, by Warrant of the Warden, upon the Treasurer."

The state of the highways may be imagined from the fact that a "Surveyor of Roads" was appointed in nearly every Township. The following were the appointments made in that connection:—

Clements Bradley, Gloucester.  
Stephen Burritt, Marlboro'.  
David MacLaren, Torbolton and March.  
James Lindsay, North Gower.  
John McCurdy, Goulbourn and Huntley.  
John Robertson, Nepean.  
John Kennedy, Osgoode.  
James Howe, Fitzroy.

The following "Superintendents of Roads" were also appointed. What their duties were—wherein they differed from those of the "Surveyors," or why they should be required in some Townships and not in others, does not appear:—

FOR OSGOODE.—Donald Cameron, Peter McLaren and Alexander McDarell.

FOR NORTH GOWER.—Gilbert Thomson, James Wallace and David McEwen.

FOR MARLBORO'.—Jas. Burritt, Wm. McCullen and Thomas Moore.

FOR GLOUCESTER.—Clements Bradley, Gustavus Clements and Herman Haliburt.

Many of the members composing this first Council were men of superior parts and unusual abilities. Still we find much of the time devoted to useless discussion on frivolous subjects. To illustrate: Section 30 of the minutes reads:—

"Mr. Baker moves, pursuant to notice—seconded by Mr. Pinhey—that the Warden do order a common Seal to be made for the use of the Council—an Imperial Crown—beneath it a wheat sheaf and a 'trib of timber, and in the arch the words, "DISTRICT OF DALHOUSIE."'

"31. Mr. Pinhey moves, seconded by Mr. Pierce, and ordered:—That the expense of the proposed Seal shall not exceed five dollars."

Then at a subsequent meeting of the same session, Mr. Baker gives notice "That he will to-morrow move for a reconsideration of the expense of the Seal of this Council."

On the fourth day—the "to-morrow" above mentioned—Mr. Pinhey with a view, apparently, of shutting off the waste of valuable time in discussing trivial matters, "gives notice that he will move to-morrow, that no new matter be brought before this Council during the present session."

The motion was brought in and lost; though the notice of it had the effect of causing the withdrawal of the "Seal" motion.

Not so, however, with the subject of re-opening the matter of changing appointments, as we find that after some discussion, on the fifth day, Isaac McTaggart (by Council) and Simon Fraser (by Warden), were chosen Auditors in the place of those previously chosen, without any reason being assigned for the change.

Under the head of appointments, in connection with highways, but subsequently to the others, Andrew Main and Richard Sparks were confirmed in their nomination as "Surveyors of Streets" in and for the divisions of Lower Bytown and Upper Bytown respectively.

At this session was also passed a By-law to assess wild lands, apparently for the first time; and a memorial address was voted to the Governor-General, praying that to those actual settlers, who were behind in their payments on Crown and Clergy Reserve lands, more time should be allowed to meet said payments.

Section 60 of the minutes reads:—

"Mr. Pinhey moves, seconded by Mr. Smyth, that £500 be appropriated to the Administration of Justice."

Salaries were fixed for the municipal officers of the District as follows:—

District Surveyor.....	£100
District Clerk .....	70
Auditors (each) .....	10
Messenger .....	1 10s.
Clerk of the Peace.....	6 10s.

The District Clerk also had some "Casual Advantages." Resolution No. 104 reads:—

"Moved by Mr. Pinhey, seconded by Mr. Grant, and ordered: That the Clerk of this Council shall be entitled to demand and receive for any search made at the application of any inquirer except Councillors "or Justices of the Peace, the sum of one shilling and three pence."

The session was prolonged from Monday morning till Saturday night; and being a rather extraordinary one in some respects, as well as the first ever held in the District, we have detailed the proceedings more fully than we otherwise should. If—as stated in the following resolution (which we have no reason to doubt)—the Warden preserved his patience during that time, the expression implied by the said vote was certainly well merited:—

"105. Moved by Mr. Pinhey, seconded by Mr. Baker, That the thanks of this Council are justly due to the Honourable Warden for his patience and impartiality during the session.—Carried unanimously."

Curiously enough there is nothing to show who acted as Clerk of the District Council at its first session. The man, however, was G. P. Baker, the present Postmaster of the City of Ottawa, and he put the records in a very creditable shape, and undoubtedly also had the thanks (implied) of the Council (though they forgot to express them)—as he has of ourselves and all who have had occasion to examine his minutes.

But one other session was held during that year, commencing on Tuesday, November 8th. The principal business transacted thereat was in connection with roads and bridges.

No further records appear of the proceedings of the Council till October, 1848. We find from the minutes of that session that the following gentlemen composed the Council that year:—

COUNCILLORS.	
Bearman.	McBride.
Craig.	McDonnell.
Carrs.	McLaren.
Fenton.	Pierce.
Garland.	Sterne.
Hinton.	Smyth.
Lewis.	Wood.

Mr. C. H. Pinhey was Clerk, and Messrs. G. W. Baker and Andrew Drummond were Auditors.

In 1849 the Council was the same, except that John Mills, of Fitzroy, and Isaac Brown and James Siveright, of Gloucester, supplied the places of the gentlemen representing those Townships the previous year.

In 1850, under the new order of Counties Councils, regulated by Act of Parliament of the previous session, the Council met for the first time, as shown by the following extract from the minutes. It will be noticed that the name "Dalhousie," applied to the old District, was now changed to Carleton, which the county still retains.

"On Monday, the 28th January, 1850, in accordance with the provisions of the Act, 12th Vic. cap. 81, the following gentlemen, having been appointed Reeves within the County of Carleton, assembled in the Court-house, Bytown:—

Hon. Hammett Pinhey, March.  
John Price, Marlboro'.  
Henry J. Friel, } Bytown.  
Charles Sparrow, }  
Robert Craig, North Gower.  
Johnston E. Fenton, Huntley.  
Thomas Garland, Goulbourn.  
James Siveright, Gloucester.  
Arthur Allen, Osgoode.  
James Steene, Fitzroy.  
David MacLaren, Torbolton.  
Frederick Bearman, Nepean.

The Hon. H. Pinhey, Warden of the late District Council, called the members to order; reminding them that it was his duty to preside until they should select a County Warden.

"Mr. Allen moves, seconded by Mr. Bearman,—That the Hon. H. Pinhey be appointed Warden of this Council."—Carried unanimously.

The oath of office was then taken.

"Mr. Bearman moves, seconded by Mr. Pierce,—That Charles Hammett Pinhey be appointed Clerk."—Carried unanimously.

"Mr. Bearman moves, seconded by Mr. Pierce,—That Daniel O'Connor, Esq., be appointed Treasurer."—Carried unanimously.

The declaration of office was duly administered.

On the second day of the session the following paragraph occurs:—  
"Mr. Lyon handed in his certificate of election as Town Reeve of Richmond, which was filed."

This was the first appearance of a representative from that municipality in the County Council.

In 1851 the Warden called a special meeting of the old Council on the 21st January, "for the purpose of taking into consideration the proceedings at the County meeting respecting the Bytown and Prescott Railway." No great interest seems to have been manifested in the undertaking, at this juncture, however, as only five members answered the call. At an adjourned meeting eight members were present—sufficient to form a quorum; and a By-law was introduced and passed the first reading, to subscribe £15,000 of stock in the proposed Railroad.

At a subsequent meeting (held next day), attended by nine members, Mr. Farley, who introduced the By-law, withdrew it—from what cause is not stated in the minutes, and the Council adjourned without having accomplished anything.

The regular meeting of the newly elected Council was called about a week subsequently, and was composed of:—

Alexander Workman, Reeve, Bytown.  
Richard W. Scott, Deputy-Reeve, Bytown.  
Chester Chapman, Reeve, Nepean.  
James Spain, Deputy-Reeve, Nepean.  
W. R. R. Lyon, Reeve, Richmond.  
Thomas Garland, Reeve, Goulbourn.  
Hon. Hammett Pinhey, Reeve, March.  
Johnston E. Fenton, Reeve, Huntley.  
David McLaren, Reeve, Torbolton.  
James Steene, Reeve, Fitzroy.  
Arthur Allen, Reeve, Osgoode.  
John Lee, Deputy-Reeve, Osgoode.  
John McKinnon, Reeve, Gloucester.  
John Pierce, Reeve, Marlboro'.  
Robert Craig, Reeve, North Gower.

On motion of Mr. Fenton, seconded by Mr. Garland, Hon. Mr. Pinhey was again unanimously elected Warden.

In 1852, the whole Council, Warden included, were the same as above—except that Wm. F. Powell succeeded Mr. Scott, as Deputy-Reeve by Bytown, and Mr. MacLaren, of Torbolton, gave place to James Grierson—which latter gentleman, as well as Mr. Craig, of North Gower, were voted incompetent to retain their seats until certain informalities in their certificates of election should be corrected.

This year, as in the previous ones, there were four sessions. The regular session was held May 3rd. A special session was convened June 29th. The cause thereof is not stated, and from the amount and nature of the business transacted, it is difficult to surmise why it should have been called at all.

In 1853, the Council assembled January 24th. Quite an animated contest ensued over the Wardenship. Hon. Mr. Pinhey was again proposed by Mr. Lyon, and seconded by Mr. Allen—both old and influential members. The majority seem to have favored the system of rotation, however; and on motion of Peter Thompson (new member for Gloucester), seconded by Mr. Chapman, Mr. W. F. Powell was elected on the following division—the Township of Huntley being unrepresented:—

For Powell—Messrs. Thompson, Chapman, Brown, Craig, Lee, Bourgeois, O'Grady, Garland and McKay, 9.

For Pinhey—Messrs. Lyon, Allen, Grierson and Steene, 4.

In 1855 Mr. Powell was re-elected over Mr. Lyon, by a vote of 10 to 3, Huntley being again unrepresented, through an informality of the Reeve's certificate of election—which complaint appears to have become chronic at this time against the above municipality.

During this year Bytown withdrew from the Municipal government of the County, and this was consequently the last year it was represented in the County Council.

In 1855 Hon. Mr. Pinhey was chosen Warden by a vote of 8 to 5—among the latter being Mr. Pinhey himself, who generally voted for his opponent, Mr. Hinton, Reeve of Richmond. Subsequently, Mr. Pinhey declined the honor, and Mr. Hinton was elected to the position. The manner of election, as indicated by the minutes, is not without interest; probably, also, not without precedent; and certainly not without authority; although we of the present time can scarce understand why these things were thus. We quote from the Records:—

"The Clerk, in the absence of any one to preside at the meeting, called the members to order.

"He then read a communication from Hon. H. Pinhey, declining the office of Warden, to which he had been elected—at the same time tendering his respectful thanks to the Council.

"The Clerk then requested the Council to proceed to appoint a Warden.

"Mr. Grierson moved, seconded by Mr. Garland, that James Hubbell be Warden for the County of Carleton for the current year.

"Mr. McKay moved, in amendment, seconded by Mr. McBride, that Joseph Hinton be Warden.

"Mr. McKay called for the yeas and nays.

"Yeas—Caughey, Dow, Hinton, McBride, McKay and Scott—6.

"Nays—Bell, Brown, Garland, Grierson, Hubbell and Tompkins—6.

"The division on the amendment being equal, Mr. Scott, the Reeve of Nepean (that Township having the greatest number of freeholders, and householders on the Assessment Roll for the past year—as appeared by the certified copy thereof in the Clerk's office), gave the casting vote in favor of the amendment.

In 1856, January 15th, Mr. Hinton called a special meeting of the old Council "to take into consideration the dangerous state of Billings's Bridge, over the Rideau." As in a former case of a "special" session of an old Council, they sat two days, concluded there was nothing for them to do, and adjourned.

The regular meeting of the newly elected Council was held January 28th. Mr. Hinton was re-elected Warden—this time unanimously.

In 1857 he was again re-elected.

In 1858 James Brown, Reeve of Gloucester, was elected Warden. Mr. Pinhey had thus far continued to act as Clerk from the first appointment. The proceedings of the several sessions of this year are certified as follows:—

January—"C. H. Pinhey, Clerk."

June—"C. H. Pinhey, Acting Clerk."

December—"W. H. Walker, Clerk."

From 1859 to 1864 inclusive, R. Y. Greene, Reeve of March, held the position of Warden.

There were five sessions in 1860—one special, on August 31st, to receive H. R. H. the Prince of Wales; and one, September 18th, to receive and decide on tenders for the new jail.

In 1861 the Council received an accession to its numbers, of one additional member—Gloucester sending a Deputy-Reeve, for the first time. John Holmes, Reeve of Huntley, was elected Warden, and Edward Bearman chosen County Clerk; Mr. Walker's services being dispensed with in a very unceremonious manner, by a motion of Mr. Graham, seconded by Mr. Dawson (both of Nepean), that he "be dismissed from the office of Clerk of the Corporation of the County of Carleton." The vote stood 7 to 5. The cause does not appear; and strangely enough, the following resolution was carried immediately after, by a vote of 7 to 4:—

"Moved by Mr. Neil, seconded by Mr. Buckham, that this corporation having seen fit to dismiss W. H. Walker, Esq., from the office of County Clerk, and to appoint in his place Mr. Edward Bearman, justice demands that this Council should place on record the fact that such dismissal has resulted from no fault or misconduct on Mr. Walker's part—he having for a series of years discharged the duties appertaining to his office in the most able, faithful and efficient manner, to his own credit, and the satisfaction of the county—for which service the Council deem it meet that they should hereby tender him their most cordial thanks; and that a copy of this resolution be transmitted by the Warden to Mr. Walker."

From the manner in which Mr. Walker had kept the records, at least, this tribute appears to us to have been justly deserved; and on the whole we consider (from all that can be gleaned from the minutes) that he was very shabbily treated—the Council refusing to honor some small bills paid towards expenses of his office—such as wood, etc.—by giving his petition the "six months' hoist." In no way discouraged, Mr. Walker was on hand at the June Session, and petitioned again. His petition was referred to the Finance Committee, who failed to report on it. He then petitioned again; and it was decided to take the advice of the County Solicitor "in order to remove all doubts as to their liability," &c. The Solicitor's opinion does not appear, but the petition was again referred, and this time reported against. A motion was then introduced to alter the report, and pay the bill, "as the same had been done to his predecessor in office," which motion was defeated; and Mr. Walker, who had "for a series of years discharged the duties appertaining to his office in the most able, faithful and efficient manner, to his own credit and the satisfaction of this county," was left to pay his own bills for two years' firewood, and to ruminate on the fact that the proverbial ingratitude of Republics is not confined to Republicans alone.

In 1865, John Holmes, Reeve of Huntley, was elected Warden, being the unanimous choice of the Council. This year Fitzroy returned its first Deputy-Reeve to the Council.

In 1866, Mr. Cowan, of North Gower, filled the Warden's chair.

In 1867, Mr. Holmes was again chosen to the position; and was the unanimous choice, for the second time in 1868.

The Township of Huntley sent its first Deputy-Reeve to the Council in 1868, and New Edinburgh, having been lately incorporated, returned a Reeve.

Ira Morgan, of Osgoode, filled the Warden's chair from 1869 to 1875, inclusive, being chosen several times during that period by unanimous vote of the Council.

During his Wardenship the Council received the accession of two members to its number, viz: a second Deputy-Reeve from Nepean, in 1874, and a second from Gloucester, in 1875.

There were also some changes in the official list, Mr. Bearman the Clerk, died in 1869, and at the June session William Cowan was appointed in his stead, at a salary of \$400, it having been fixed at \$250 some years previously. Another change took place in June, 1872, by the retirement of Mr. Wilson, Treasurer, to accept the position of Collector of Customs for Ottawa. Mr. Cowan, the Clerk, was advanced to his place, which he still holds; and Charles McNab, the present incumbent, was appointed to the Clerkship. As in a previous instance, with regard to the Treasurership, the Council advertised for tenders for the Clerkship. A large number of applicants tendered, the amounts ranging from \$700 down to \$100. The successful candidate tendered for the yearly salary of \$200.

In 1876, Mr. Cummings, Reeve of Gloucester, was Warden. This year Nepean sent her third Deputy Reeve to the Council, and in 1877 Gloucester also sent a third, and North Gower her first. This made the Municipal Council number twenty-four members, of whom Thomas Clarke, Reeve of Nepean, was elected Warden—a position he still retains, by unanimous re-election in 1878.



The following list of the municipal officers of the minor municipalities comprised in the County of Carleton, with their post office address, will be useful for ready reference.

MUNICIPALITY.	REEVES.	P. O. ADDRESS.	DEPUTY REEVES.	P. O. ADDRESS.	CLERKS.	P. O. ADDRESS.	TREASURERS.	P. O. ADDRESS.
OSGOODE.....	A. J. Baker.....	Metcalfe.....	R. Cleland.....	W. Osgoode.....	John Kennedy.....	Metcalfe.....	A. McDonald.....	Metcalfe.
FITZROY.....	A. Fraser.....	Kinburn.....	J. Whiteside.....	Mohr's Corners.....	W. P. Taylor.....	Mohr's Corners.....	A. Riddell.....	Mohr's Corners.
GLOUCESTER.....	W. H. Hurdman.....	Ottawa.....	Jas. Spratt.....	Billings' Bridge.....	C. Billings.....	Billings' Bridge.....	Wm. Smith.....	Billings' Bridge
GOULBOURN.....	Neil Stewart.....	Ashton.....	F. O'Connor.....	Hawthorne.....	C. Cathcart.....	Stittsville.....	T. Tubman.....	Munster.
HUNTLEY.....	E. Armstrong.....	Carp.....	John Kemp.....	Hazeldean.....	John Fenton.....	Huntley.....	John Fenton.....	Huntley.
MARCH.....	R. Y. Green.....	March.....	John Manion.....	W. Huntley.....	G. W. Monk.....	S. March.....	G. Morgan.....	S. March.
MARLBORO'.....	John Pierce.....	North Gower.....	E. O'Connor.....	do.....	Thos. Wiggins.....	N. Gower.....	E. Mills.....	N. Gower.
NORTH GOWER.....	John Craig.....	North Gower.....	John Pierce.....	North Gower.....	James Beaman.....	North Gower.....	John Wright.....	"
TORBOLTON.....	James Mills.....	Dunrobin.....	Thos. Clark.....	Ottawa.....	G. Buckham.....	Fitzroy Harbour.....	G. Buckham.....	Fitzroy Harbour
NEPEAN.....	Thos. Clark.....	Ottawa.....	T. G. Anderson.....	Bell's Corners.....	F. W. Harner.....	Bell's Corners.....	G. Arnold.....	Bell's Corners.
RICHMOND.....	Dr. Beatty.....	Richmond.....	John Christian.....	S. March.....	T. Miller.....	Richmond.....	D. McDougall.....	Richmond.
N. EDINBURGH.....	J. Henderson.....	N. Edinburgh.....			T. Tubman.....	N. Edinburgh.....	A. Lumsden.....	N. Edinburgh.

A full list of the present Council, with all the officials appointed thereby, will be found below.

MUNICIPALITY.	NAME.	RANK.	POST OFFICE.
RICHMOND.....	Dr. Beatty.....	Reeve.....	Richmond.
NEW EDINBORO'.....	J. Henderson.....	Reeve.....	New Edinboro'.
FITZROY.....	A. Frazer.....	Reeve.....	Kinburn.
	Charles Mohr.....	Deputy do.....	Mohr's Corners.
	W. H. Hurdman.....	Reeve.....	Ottawa.
GLOUCESTER.....	James Spiatt.....	Deputy do.....	Billings' Bridge.
	F. O'Connor.....	do.....	do.
	H. Martin.....	do.....	Hawthorne.
GOULBOURN.....	Neil Stewart.....	Reeve.....	Ashton.
	John Kemp.....	Deputy do.....	Hazeldean.
HUNTLEY.....	E. Armstrong.....	Reeve.....	Carp.
	John Manion.....	Deputy do.....	W. Huntley.
MARCH.....	R. Y. Green.....	Reeve.....	March.
MARLBORO'.....	John Pierce.....	Reeve.....	N. Gower.
	Thomas Clarke.....	Reeve.....	Ottawa.
NEPEAN.....	T. G. Anderson.....	Deputy do.....	Bell's Corners.
	J. Thompson.....	do.....	Ottawa.
	John Christian.....	do.....	S. March.
NORTH GOWER.....	John Craig.....	Reeve.....	N. Gower.
	G. L. Dickinson.....	Deputy do.....	Manotick.
OSGOODE.....	A. J. Baker.....	Reeve.....	Metcalfe.
	R. Cleland.....	Deputy do.....	W. Osgoode.
	J. Whiteside.....	do.....	Metcalfe.
TORBOLTON.....	James Mills.....	Reeve.....	Dunrobin.

Thomas Clarke, Reeve of Nepean, Warden.  
The Standing Committees for the year are :—  
*Finance*—Anderson, Baker, Beatty, Dickinson, and Henderson.  
*County Property*—Cleland, Craig, Green, O'Connor, and Thompson.  
*Roads and Bridges*—Armstrong, Chisholm, Fraser, Hurdman, and Kemp.

*Education*—Henderson, Martin, Mohr, Stewart, and Whiteside.  
*Printing*—Anderson, Manion, Mills, Price, and Spiatt.  
The following are the officers appointed by the Corporation of the County of Carleton, with the salaries attached to each office.

Charles McNab, clerk.....	\$ 700
William Cowan, treasurer.....	1,000

Dr. Church, jail surgeon.....	\$200
William McEwan, custodian of Court-house.....	600
William Gordon, county constable.....	600
R. Sparks, P.L.S., county engineer.....	
Wm. Mosgrove, county solicitor.....	
Messrs. Bearman and Bower, auditors, each.....	100

There are also a number of appointed officials in connection with high and public schools, who will be referred to under the proper head. In addition to the above salaries, the Treasurer is allowed \$400 to pay an assistant.

The Custodian of the Court-house is allowed free house (in the building), fuel, and lights. The County Engineer and County Solicitor are paid by fees for whatever service performed.

The Councillors are paid two dollars *per diem* (and ten cents mileage) for attendance on county business, whether at regular or special session of the Council, or upon committee work.

The Warden's pay does not differ from that of other councillors, except that it is the practice of the Council to vote him a complimentary allowance in cases where an unusual amount of work has been attended to during the year. These amounts have been as high as \$300, and as low as \$50. No such grant has been made now for quite a number of years.

As a general thing but three sessions are held in the course of the year. We have mentioned several instances where the number has been increased by the holding of "specials." The greatest number of those held in any one year was in 1870. The first was on March 16th, the second on August 10th, the third on September 6th, and the 4th on December 16th, making, with the three regular sessions, seven in all. They were all in connection with the new Court-house, then being erected, except that of September, which was called to consider the helpless condition of the sufferers from the late terrible Ottawa Valley fire. The Council voted \$5,000 for distribution among them, and a by-law was introduced to borrow \$100,000 from the Ontario Government to lend the unfortunate sufferers by that terrible calamity; but beyond a good deal of discussion at this and subsequent sessions, nothing more was ever done.

We have now glanced over the whole period of the municipal existence of the County of Carleton, giving a brief summary of what struck us as being of most interest in their proceedings; and some things which are not of great interest—in order to show the changes in municipal legislation, and the material of which Carleton's representative body was from time to time composed. It may be thought that we have dwelt upon some matters under discussion merely to show inconsistencies of members. These characteristics unfortunately exist to a greater or less extent in the whole human family, and therefore, necessarily, in deliberative bodies, sometimes. We find them present in Parliamentary assemblies of far greater prestige than the municipal representative body of Carleton. The above record shows the latter to be not entirely free from them; though taken as a whole, their proceedings show a decided ability, and unusual large amount of practical good sense and legislative sagacity on the part of the civic rulers of the County, both in the subject matter of their deliberations and the manner in which the public business was conducted; and very many men who now hold—and have held during the past quarter of a century—the highest places in our legislative and commercial annals, date their first entrance on public life from a seat at the Council Board of Carleton County Council. In short, it is not too much to say that among the ex-Councillors of this noble County are to be found many of the first men in the history of the country.

#### THE PROGRESS AND DEVELOPMENT OF

#### EDUCATIONAL AND RELIGIOUS INSTITUTIONS.

Centuries of history have borne witness to the truth that upon the completeness and efficiency of the Educational Institutions of a country must be laid the foundation of that country's success and national greatness. We find that education and refinement go hand in hand with national prosperity and power—not as the result, but as the cause—and that those nations which have devoted themselves most assiduously to an excelment in the arts and sciences, have achieved for themselves greatness among the other nations of the earth, just as learning gives one individual an advantage over his more uneducated fellows. Six thousand years have scarce shown an exception to this rule, and our Legislators seem to have recognized this most important fact in the earliest days of this country's history.

That they were heartily seconded by the great masses of our people, no further proof is wanting than to compare the discouraging state of education a generation ago, with its present prosperous condition. The history of the rise and progress of public education in the County of Carleton, is its history in almost every county of the Province. It was a continual battle of will and intellect against the most unpropitious circumstances and discouraging difficulties. And when we look about us and see the magnificent Colleges and Institutions of learning of every description, which the people of Carleton have erected for their children, as training schools for the future citizens of our country, we are at a loss whether most to admire the energy and perseverance which has conquered a primeval forest and converted a trackless and unbroken waste into cultivated farms and fertile fields and gardens, which blossom as the rose; or the noble generosity and patriotism which has covered those lands—but yesterday, as it were, a wilderness—with these evidences of a refined and cultivated taste; these training-schools for our children and our children's children—the future citizens of a great nation; these inseparable adjuncts to a state of highest enlightenment, and undoubted auguries of a manifest destiny and national grandeur—scarce known to Greece or Rome—of a nation whose confines are the waters of three oceans, and whose breadth is the breadth of two zones.

The immense difficulties overcome by the pioneers of Carleton—not the least of which were connected with the entire absence of facilities for educating their children,—are scarcely known to men of middle age, while to the younger members of the community they are almost inconceivable. How well can our aged citizens remember the days when the scenes of the "Hoosier Schoolmaster" were a reality in the little settlements, widely scattered, and separated by miles of almost impenetrable swamp or forest. And for many years after neighborhoods commenced to be formed by the gathering together of a half dozen or so of settlers within a radius of as many miles, the only pretence to school-teaching was by an occasional settler opening a class during the winter season, at which the youth of the settlement were instructed in the "three R's."

Thrice happy were those who were, in that day, sufficiently advanced to take lessons in the New Testament, which, with an occasional "English Reader," formed the *summum bonum* of the ambitious student. It is a remarkable fact that many of our ablest men obtained their whole stock of "book knowledge" under circumstances such as the above—performing in addition, in many cases, more manual labour than the young men of the present day are supposed capable of enduring, and poring over their much-coveted books by the light of the back-log on the hearth, till the small hours recalled the demands of exhausted nature.

As above intimated, the Legislature early recognized the requirements of society in the direction of educational facilities, and went to work in a most patriotic and enterprising spirit to meet the existing difficulties as best they could. Previous to or about the time of the first permanent settlement of Carleton County, the first Common School Act was passed in 1816. Compared to the present system, that inaugurated by the above Act was extremely crude; yet it was the beginning of an era of improvement which has constantly been undergoing amendment till it has become one of the most elaborate systems of the country's internal or political economy. Though passed before the first settlement of Carleton, the above Act was practically in effect until Carleton became quite a populous territory; and under it the first schools had their existence and early development. It provided for the election of School Trustees in each Township, whose duties were of a general nature, and comprised most of those now performed by all the various officers connected with the Department of Education, from the Minister of Education down to the lowest grade of school officials, as well as others now belonging to municipal officers. From the nature of things, this Act was very indifferently complied with; and the grant by which it was accompanied, and continued to be supplemented from time to time by subsequent grants, was spent—as the others also continued to be—without system, and to comparatively little advantage.

It was not till the passage of Hon. S. B. Harrison's bill of 1841 and Sir Francis Hincks' amendment thereto in 1843, that the School System of Canada began to bear much fruit. By the former Act, an annual grant of \$200,000 was made to the various counties of the Province, to be divided according to the average school attendance within the said counties, conditional upon those counties raising a like amount for similar purposes. This last clause had an extremely beneficial effect on many localities, in the way of stimulating them to exertions on behalf of school support, which they would not otherwise have seen fit to undertake.

By Sir Francis Hincks' bill the system of dividing Townships into school sections, was initiated, and various other improvements were made thereby, which continue among the best features of our present admirable school system.

But the one man to whom more than all others combined, Canada—and especially Ontario—is indebted for what is admitted by well qualified and impartial judges to be among the finest educational systems in the world, is the Rev. Dr. Egerton Ryerson. This gentleman came of U. E. Royalist descent, and experienced what all the Pioneers of Canada were obliged to, in the way of the difficulties of obtaining education. A self-made man, his sincere devotion to the cause of education, coupled with the advantages of his early experience, an energy and determination which never relaxed till the objects for which he strove were accomplished, and a physical constitution which no amount of toil or exertion could conquer—Dr. Ryerson was without doubt the best fitted man in all Canada to deal with the difficult problem of public education, as he found it in 1844, on his appointment to the office of Assistant Superintendent of Education. He was in reality the *Chief Superintendent*, although the Provincial Secretary held that title *ex-officio*. He commenced his work by making such minor changes as his experience suggested; but soon made a tour of the most highly enlightened portions of the United States and of the principal European countries, during which he closely inspected their various educational systems. On his return he framed a School Bill which embodied the best—as suited to the circumstances of Canada—of the various school systems of the countries through which he had travelled, and the chief features of his original Bill still form the ground-work of our present educational system.

But those who have any knowledge of the existing state of affairs when Dr. Ryerson took the matter in hand, can readily understand that it must have taken many years of anxious earnest toil to bring order and symmetry out of its then chaotic state; when the few school-houses which existed were scarce worthy of the name—being for the most part mere log shanties, covered with bark, or thatched with swamp hay, with a hole through the side, which it would be difficult to determine whether it was intended for a door, a window, or a chimney—as it answered for all three—while the interior was in keeping with the exterior—being either devoid of such luxuries as desks—or their places being supplied—as were the seats—by rived slabs with sticks stuck in for legs; when the sparsely settled districts, with intervening swamps, and absence of good roads, made even the arrangements for the location of the school of no small difficulty; and when—worse than all—there existed the most violent objections on the part of those who had educated their own families, or reared them without education (as very many had been obliged to do), against any system which compelled them to pay a share toward the expenses of an object which they didn't consider to be of the slightest benefit to themselves.

It is easy to see that Dr. Ryerson's was indeed a herculean task, requiring more than the framing of a Bill or the passage of an Act of Parliament to accomplish. But a faithful adherence to the object aimed at, aided by the gradual conversion of those opposed to the scheme, backed by the increasing wealth and advantages which a higher state of civilization always brings, has gradually swept away all obstacles; and we have—in the place of a few scattered and dilapidated shanties—a sufficient number of commodious frame school-houses, or fine brick and stone structures; while the places of the teachers of those days—of whom very many were possessed of but indifferent scholastic attainments, and would now be considered far from competent—have been supplied—by means of the splendid Normal and Model Schools which the liberality and patriotism of our Legislators have given us—with those who are a credit to the system, and the country which supports it; and in a word, the Public School System of Ontario "from a condition of perfect infancy, has ripened within the compass of a generation, to one which will compare favorably with any similar system in the known world."

Referring more particularly to the County of Carleton, we find that from its very earliest municipal organizations, its representatives evinced the most lively and anxious interest in the cause of education; and a perusal of their Records prove them to have given their earnest attention to the matter, and to have dealt with it in a praiseworthy



spirit. In the minutes of the January session, 1851, we find the following:—

"45. Mr. MacLaren moved, seconded by Mr. McKinnon, that in order to enable the School Trustees of the various School Sections in the Townships of the County of Carleton to go forward intelligently in the discharge of their arduous and important duties, it is necessary to assure them of the cordial co-operation of this Council, and of its disposition to carry fully into effect a most important duty devolving upon it by the new School Act.

"It is therefore Resolved by this Council—  
"That at the fitting time it will cheerfully comply with the requirements of the 27th Section of the said Act (13 and 14 Vic., Chap. 48) which says:—*It shall be the duty of the Municipal Councils of each County to cause to be levied each year upon the Townships of such County such sum or sums of money for the payment of the salaries of legally qualified common School Teachers as shall be at least equal (clear of all charges of collection) to the amount of School moneys apportioned to the several Townships thereof for such years by the Chief Superintendent of Schools.*—Carried."

At the June session of the above year a By-law was passed appointing Local Superintendents of Schools throughout the County, and providing for their remuneration.

The following appears also in the minutes of that session:

"34. Moved by Mr. Craig, seconded by Mr. Steene,—  
"That to the Report of the Finance Committee be added the estimate of the sum of four hundred and seventy-nine pounds, eighteen shillings and sixpence (£479 18s. 6d) required for the payment of legally qualified School Teachers, and that a separate By-law be passed for raising and distributing the said sum.—Carried."

At the January session of 1852, the County Council gave proof of their *bona fides* by passing the following Resolution, from which it would appear that some of the minor municipalities, with far less patriotic spirit than the majority of the inhabitants at large, had demurred to being taxed for the support of schools, and refused to comply with the provisions of the new School Act:—

"42. Mr. Lyon moves, seconded by Mr. Chapman, that—  
"Whereas the Solicitor of this Council gives it as his opinion that it was the Clerk of the Township of March—and not the Assessor—who committed a breach of his duty by not complying with the requirements of this Council, for assessing the Township for School money, and that he is liable for the same. Therefore, he, the Solicitor, is hereby requested to take proceedings on behalf of this Council against the said clerk, or municipality, or such other course as he may deem proper, to enforce the requirements of the said By-law, and thereby make an example of the parties guilty of a dereliction of their duty; and that the clerk do give him a copy of this Resolution as his authority for so doing.—Carried."

The fostering care of the Council, as above expressed, together with the laudable desire of the majority to encourage and promote the cause of education, began early to bear good fruit; and we see from a report published in 1847 that the Dalhousie District contained a total of sixty-one common schools in operation, exclusive of those in Bytown. Gloucester headed the list with ten schools, while Nepean had nine; Goulbourn and Marlboro', each eight; Fitzroy and Osgoode, each seven; Huntley, six; North Gower, four; and March and Torbolton, each one. In 1850 there were seventy-five schools in the County, being an increase of fourteen in three years.

The Report of 1847, which is the earliest we can find, shows that £500 was granted by the Legislature that year, to the various municipalities of the county for school purposes, and that £2,348 was paid as salaries to the sixty-one public school teachers, being an average of £38 10s. or \$154. The highest average paid by any municipality was by Nepean, \$392.20 per teacher, and the lowest by Osgoode, which only averaged £21, or \$84 per year per teacher. The total amounts paid in salaries to teachers by the several Townships was as follows:—

Nepean, £830; Gloucester, £327; Fitzroy, £260; Goulbourn, £240; Marlboro', £234; Huntley, £188; Osgoode, £147; North Gower, £108; March, £31; Torbolton, £30.

In 1851 we find that the County raised by direct taxation to supplement the Government grant and other rates towards the payment of legally qualified teachers, the sum of \$1,919.70, while the sum raised by By-law passed at the June session, 1878, for the same purpose, during the ensuing season, \$4,258, was distributed as follows:

Nepean.....	\$645	Huntley.....	\$388
Gloucester.....	644	North Gower.....	373
Osgoode.....	556	Marlboro'.....	333
Fitzroy.....	505	March.....	207
Goulbourn.....	477	Torbolton.....	130

This is considerably over double the amount raised for the same purpose twenty-five years ago, without counting the amounts raised by Richmond and New Edinburgh, which were in the former mentioned year included.

In 1854 we find on reference to the County Council Records that new grammar schools had just been started in Bytown and Richmond, and a resolution was passed appointing the following gentlemen trustees for the same.

BYTOWN.—Peter Tompkins, John Scott and Arthur Allen.  
RICHMOND.—Thomas Garland, James Henderson and James Shillington.

Subsequently a grammar school was also organized at Metcalfe village. These have all been suspended now for some years, though from reasons not apparent to us, the following named gentlemen are carried on the list of county appointments as "Trustees of County High Schools," having probably been the last in their respective localities who acted in that capacity:—

T. V. Lyon and Thos. Miller, Circuit Board No. 1, Richmond.  
Messrs. Teazon, McDonald, McMillan, Simpson and Rev. William Wright, Circuit Board No. 2, Metcalfe.

It seems generally admitted that the first school taught within the limits of the present County of Carleton was at Richmond, and in a house erected for that purpose in 1820, by the Imperial Government, who also sent out from England a teacher specially for the place, and kept him thus employed at Government expense for a number of years. Many of the schools in our rural districts, and even in what were in the early days the centres of population—were taught by men of various rank, discharged or retired from the British army—occasionally ex-chaplains or regimental schoolmasters, but oftener by men from the ranks.

The first school where any pretence was made of instruction in the "higher branches" was the celebrated "Model School" near the Chaudière. The site on which it is erected was presented by the late

Col. Le Breton to the District of Dalhousie; one condition of the grant being that a public school should be erected and maintained thereon. The precise date of its erection does not appear, but the fact that it was in operation while Carleton was still the old Dalhousie District, shows it to have been previous to 1840.

At that early day the Council of the District had designed—and in the old "Duke Street School," as it is called, subsequently carried out—a scheme which was afterwards introduced, and has since been conducted to the present efficient state by our splendid Normal Schools: viz.: fitting up students for the special purpose of themselves teaching. In other words, the people of this County were the first to realize the great importance and necessity of elevating teaching to a standard profession; and the first to carry that theory into practice by the establishment of the old "Model School."

The building is of stone, of moderate size and modest pretensions, nearly square in shape, one story high, with cottage roof and "dome," and stone porch; and though a very common-place looking affair at present, was at the time of erection considered a very fine building.

The District Council sent to the old country for a teacher for this school, in the person of Wm. Healy, an educated Irish gentleman, and professional teacher, who continued many years in the position. After Bytown withdrew from the District, a dispute arose as to which corporation owned the building, the result being a law-suit terminating in favor of the county, who now hold it; but as—according to the terms of Col. Le Breton's grant—it can only be used for a school, and as it is within the present city limits, it is practically useless; and the present County Council passed a resolution, at its January session, to instruct the Warden to procure the passage of a special Act of the Legislature to permit them to dispose of it. Sufficient interest attaches to the old "Model School," which is one of the earliest land-marks of the rise and progress of the educational system in the Ottawa Valley, to justify the above passing reference; and the historical associations connected with it will cause many to regret the day when it is razed to give place to the march of commerce, in the erection of more pretentious structures—as it soon must.

To realize the extraordinary contrast between the state of educational affairs in our grandfathers' day and at the present; and to understand the wonderful results achieved in that direction within the past half century, it is but necessary to consider for a moment their existing condition at the two respective periods mentioned. It requires no imaginative conception to realize the fact that in education, as in all other evidences of prosperity and advanced improvement—whether material or abstract, physical or metaphysical—Carleton maintains no second place in a country which is one of the foremost of a most enlightened age.

In referring to the following summary from the Official Report of Rev. J. May, M.A., the Inspector of Public Schools for the County, it must not be forgotten that it deals simply with the schools of the rural districts—those of Ottawa City being embraced under a separate jurisdiction. We find from the report that in June of this year there were one hundred and nineteen public schools in operation in the County, divided as follows:—Gloucester, twenty-two; Osgoode, nineteen; Nepean, seventeen; Goulbourn, fourteen; Fitzroy, eleven; Huntley, Marlboro', and North Gower, each nine; March, five; and Torbolton, four. During the school year three other schools were in operation part of the time—making a total of one hundred and twenty-two during the year. They are all reported as in a healthy and prosperous condition, and taught (with one exception) by legally qualified teachers. This is quite different from what it was even seven years ago, when Mr. May took charge of the county public schools—special certificates or "permits" being then in many cases necessary to supply the existing want of teachers. The grades of certificates now held by the above mentioned teachers are—

First-class.....	1
Second-class.....	18
Third-class.....	100

Of these, twenty-three have Normal School certificates—about the same number, certificates from the County Model School—and on the whole the present staff is described as being "at least equal to that of any previous period" in the history of the County.

In regard to salaries, the highest paid to a male teacher was \$700; the highest to a female, \$350; average salary paid male teachers, \$370.08; average to female teachers, \$231.87; total paid to teachers during the year, \$35,402.14.

The amount received by trustees, from all sources, was \$55,836.02; amount expended, \$49,598.72; and the amount of ratable property paying school taxes is \$1,920,231.

The total number of children between the ages of five and sixteen is 8,871; number entered on school registers during the year, 8,526; besides 455 between sixteen and twenty-one; and thirty-eight over twenty-one, making a total of 9,019.

The average attendance during the first half-year of 1877 was 3,943; and during the second half-year, 3,401. The number of pupils who studied algebra was 137; geometry, 122; and natural philosophy, only seven. There were 98 schools regularly opened and closed with religious exercises; 75 in which the Ten Commandments were taught; and four in which clergymen imparted religious instruction.

It is extremely satisfactory to note the Inspector's remark, that the school accommodation throughout the County is now all that could be reasonably expected, with very few exceptions; there being at present 18 school-houses built of stone, 19 of brick, one of concrete, 47 of frame, and the remainder of logs. The latter are, for the most part, in the more newly settled localities, and are gradually being replaced by buildings in every respect better adapted for the service required.

The following are the officers appointed by the County Council to look after the County's educational interests, and oversee the carrying out of the provisions of the School Act.

County Inspector, Rev J. May, M.A.									
Board of Public School Examiners.	<table border="0"> <tbody> <tr> <td>Rev. Mr. May (Inspector), Chairman.</td> <td rowspan="4">Members.</td> </tr> <tr> <td>Wm. Fleming,</td> </tr> <tr> <td>Arch'd Smirle,</td> </tr> <tr> <td>John McMullin,</td> </tr> <tr> <td></td> <td>Rev. James White,</td> <td></td> </tr> </tbody> </table>	Rev. Mr. May (Inspector), Chairman.	Members.	Wm. Fleming,	Arch'd Smirle,	John McMullin,		Rev. James White,	
Rev. Mr. May (Inspector), Chairman.	Members.								
Wm. Fleming,									
Arch'd Smirle,									
John McMullin,									
	Rev. James White,								

Mr. White has died since the appointment, his place still remaining vacant.

The Inspector's official salary is \$900 from the County, and \$600 from the Legislature, the excess of the former being intended to cover travelling expenses. He also receives four dollars *per diem* and mileage for attendance, as Chairman of the Board of Examiners, and all the members of the Board receive the same remuneration for that service.

The County paid out to the various municipalities, on account of education during the year 1877, the sum of \$6,137.27, of which \$4,185 was what is called the Public School Grant; \$100 to "Poor Schools," one in Nepean, the other in Osgoode—\$50 each; and \$1,852.27 toward general expenses. There were also \$54 paid to a "poor school" in March, and \$19 to one in Torbolton.

As will have been gathered from the above remarks, the general principles of our present public school system may be very briefly summarised, as follows:—

1. The schools are free to all pupils between the ages of five and sixteen years.

2. Every child "of school age" is entitled by law to at least four months' instruction during the year, either at home or in the schools; and any parents refusing or neglecting to afford their children facilities for acquiring such instruction, shall be liable to a fine.

3. Each school section (or township, in case of the section divisions being superseded by a township board) shall provide, through the trustees, adequate school accommodation for all the children of school age resident within its limits.

4. A liberal Legislative grant is distributed to the various townships or sections (as the case may be), in proportion to the number of children of school age in actual attendance at the public schools of such section or township, and all property within such section or township must be assessed to defray the entire cost of the schools, over and above the amount of such Legislative grant.

5. A specified course of secular study is prescribed; while religious exercises and religious instruction are permitted, but not compelled.

6. Normal school instruction is furnished gratuitously; none but legally qualified teachers are permitted to follow the profession, and after a certain number of years' service they may retire on the "superannuated list," receiving a pension of an amount proportionate to the term they have served.

7. And finally, the law provides for a system of rigid inspection, and the curtailment or the withdrawal of the Legislative grant from any township or section failing to comply with the provisions of the School Act.

What we have said above relates only to the public schools of the County, as distinguished from the separate schools. There are but six of the latter in Carleton County, outside of Ottawa, where the number is large; and we will take occasion to refer more at length to that branch of education while on the subject of schools connected with the city.

The subject of the development of religious institutions, which is of necessity so intimately connected with that of education, is one which was fraught with the earnest solicitude of the pioneers. The history of the growth of the Christian Church in the County of Carleton, is the history of the County itself. The early settlers were of a race noted throughout the world for a degree of piety, which, in a national point of view, was exceptional, and which has, beyond reasonable ground for controversy, done more than any other one cause toward elevating the British people to their present proud position as a great empire; whose descendants, whether here or in the antipodes, are second only to the Mother country in all those attributes of wealth, power, education, and refinement, the sure possessions of those peoples who, casting from them the unchristian and heathen doctrines of the dark ages, and the no less repugnant materialist and socialistic dogmas of a much later period, have put their national as well as their individual trust upon that Rock—the foundation of a universal and eternal empire whose Ruler shall have kings and emperors for His subjects, when earthly principalities and powers shall be no longer.

Without an exception, the early disciples of the Church were men of extraordinary devotion to their missions; and possessing an amount of physical energy and endurance, which, coupled with their high standard of intelligence and religious ardor, eminently qualified them to carry the Gospel to the confines of the pioneer settlements, and keep fresh in the minds of the settlers, whose trials, temptations and difficulties at times appeared unconquerable—the trials and temptations of their Master, while in the flesh, and the glorious reward which was the crowning recompense of His fidelity and faith, which also might be theirs; and their earnest piety and deepest solicitude for the well-being of their charge, which had constant and daily illustration in their noble sacrifices to bring spiritual ministrations within the reach of all, even the most humble, undoubtedly went far toward helping those to whom they ministered to bear their trials for yet a little longer, when all seemed dark and drear, and to go on and conquer the difficulties of their position, and emerge from the battle, as they have, the masters of a domain now smiling with nature's most lavish gifts, and dotted with the temples of the Christian religion as monuments to the achievements of these early followers of the cross.

As a people whose belief in the Eternal is founded on the sacred truths of the Bible, the history of the Church in its various branches is a subject of at least equal interest to any other. How the early ministers were wont to journey through the dense wilderness, and on foot, with swamps and thickets to impede their course, and savage, wild beasts as their threatening enemies; how they disregarded toil and privation, made light of growing dangers, and overcame both; how, though hopeful in spirit, they suffered in the flesh, and even "died in the harness" to serve the cause nearest their hearts; all these and many more are burning incidents upon the brightest page of a country's history, which has been the history of victories of peace, and of the cross—the emblem of the King of Peace, and are still within the personal memory of many yet living in the County of Carleton; and scarcely less familiar, through intercourse with those who have passed away, to the many whose present comforts and enjoyments, in a spiritual point of view, are in a very great measure due to the zeal of those who thus early fought and suffered that others might reap the rewards of their labours.

In referring more particularly to the development of the Church in the various localities, it is deemed best to do so in connection with the sketches of those particular localities themselves. We will therefore simply remark here that the first building used for a church in the County of Carleton was a little log house built by Captain Weatherly of the Navy, on lot 19, river front of the Township of March, in 1819. He built it for his house before the survey of the township, which, being completed the succeeding winter, 1819-20, it was found that Captain Weatherly had built upon the wrong lot, supposing it to be on No. 20, whereas it was on Captain Street's lot, 19. As Captain Street, who had come in at the same time as Captain Weatherly, had already erected a house, and did not need the new acquisition, it was turned into a church, and served the purpose of such till supplanted by the stone church, erected on lot 23, river front, some years later, by Hon. Mr. Pinhey.



The Rev. Amos Ainslie, who had been for some years previously the resident Episcopal clergyman at Hull, where he did not succeed in erecting a church, however, till a considerably later period, was the first minister who officiated in this temporary church.

The first regular churches erected in the County, erected specially for that purpose, were the Methodist and Presbyterian, in Bytown—the former built in 1827, in Rideau, near the corner of Chapel street (from which that street takes its name), and the other between Sparks and Wellington, on the present site of St. Andrew's, also in 1827.

These, and others in their proper order, will be referred to more in detail in another place.

In 1851 the number of churches had increased to 30, of which 3 were Episcopal, 9 Roman Catholic, 2 "kirks" 6 Presbyterian, 7 Methodist, and one "other" church. They were distributed as follows:—Fitzroy, 2; Gloucester, 3; Goulbourn, 6; Huntley, 3; March, 3; Marlboro', 1; Nepean, 3; North Gower, 1; Osgoode, 3; Richmond, 4; and Torholton, 1; the "other" church, whatever it may have been, being in Fitzroy.

From that time forward the development was more in the improvement of the various church edifices than in the increase of their number. During the next twenty years, to 1871, only 17 new churches had been built, making a total of 47 in the County, of which 17 were Methodist, 13 Episcopal, 7 Presbyterian, 7 Roman Catholic, and 3 of other denominations.

### AGRICULTURAL ADVANCEMENT AND THE GROWTH OF THE MECHANIC ARTS.

In such a community as the County of Carleton, which is, and must from the nature of things continue to be, for a long time, an almost strictly agricultural one; the above heading implies the covering of so broad an area (in a descriptive sense), as to make a volume by itself, even without entering into an elaborate narrative of the innumerable details connected with our paramount industry. Fortunately, in proportion as there appears opportunity for enlarging on the subject, the necessity seems to grow less, by the universal familiarity with the present status and requirements of a science, the immense importance of which is apparent to all, and with whose prosperity or adversity is bound up the happiness or misery of the mass of our population, the success or failure of all our great commercial and mechanical interests, and in fact the advancement or retardment of the nation at large.

The development and advancement of the system, which has fully kept pace with all other manner of improvement, has been no less marked in this country than in the most favored spots in the realm. The little beginnings which, half a century ago, were hidden by forest shade in all directions, have broadened and matured till this County ranks high in the scale of agricultural communities, which together compose one of the most extensive, as well as one of the finest agricultural countries of the present age.

Generally speaking, the qualities of the soil of Carleton is good, though there is, of course, much of its area which is of such a nature as to be entirely worthless. Most of this is confined to the river fronts of the townships bordering the Ottawa, and is of so extremely rocky a nature as to be incapable of sustaining vegetable growth. But even in those localities where such conditions most abound, there are intermingled considerable stretches of the finest of land, while some whole townships are almost entirely of such composition as to be not only a practicable but a profitable farming country; and, taken as a whole, the character and productiveness of the soil can bear favorable comparison with that of any we know of in corresponding latitudes. The length and consequent severity of the winter season makes it impracticable to profitably raise some varieties of crops which grow luxuriantly in Southern and Western Ontario, such as corn and beans. Some varieties of fruit do not flourish, on account of the inability of the maturing season to bring them to that degree of perfection which is common in more favoured climes. But it does not appear to be too far north for winter wheat—many fields of which we have observed of luxuriant growth, and promising the most flattering returns. Spring wheat, oats, barley, peas, and rye, are grown in great abundance, while vegetables of all descriptions, from turnips and mangolds of the field product, to the finest varieties of table dainties, are raised in as great quantity and of as fine quality as we ever saw elsewhere, due allowance being made for exceptional circumstances, which are peculiar to all localities alike. In fact, the displays in that particular line, which decked the show-tables of the Agricultural Exhibition buildings at the late autumn fairs, is very seldom surpassed in quality or variety even at the Provincial Exhibition.

But though grain and roots are so prolific, these do not constitute the only productions. Carleton is, for the greater part, a most excellent grass country—its soil being peculiarly adapted to the growth of that crop; and stock-raising, which, as a country grows older, becomes of greater and greater importance, is now carried on in a manner and to an extent which is the surprise of those—and there are many such—who have got the idea into their heads that the only place where really fine stock is raised is in the West. In fact, the list of breeders who have acquired a far more than local reputation in that line, now numbers many of the "solid" men of the agricultural population of the County.

The pioneers of what is called "scientific farming" in this County are as old as the pioneers of the County itself; in fact two of the chief of these were among the very oldest settlers in their own particular localities, and in the County as well; and as they attained a wide celebrity in the early days of the County's history from their importations of fancy strains of thoroughbred stock, we mention them in this connection. One of these was Lieut. Maxwell, a half-pay army officer, one of the first settlers in the Village of Richmond. He took a great interest in imported stock, and imported largely from England and Scotland. His specialty was in fancy sheep, of which he brought in a large number of various breeds then most popular amongst Old Country stockmen. He was undoubtedly the first importer of the Ottawa country, at least to any great extent. The other we had reference to was a Mr. Didsbury, who bought out the estate of Captain Weatherly, one of the half-pay officers who first settled on the river front of the Township of March. His venture was not confined to any one species—horses, cattle, and sheep being among his importations. Neither of these gentlemen, however, seemed to have had their enterprise rewarded as it should have been, fancy stock being in those times out of reach of the inhabitants, most of whom thought themselves "fixed" if they could find the wherewithal to pay for a native Canadian cow, which could then be purchased for \$8 to \$10 in money.

The changes in this most important branch of agriculture have, however, kept pace with its other various features, and to-day we have among us some of the very finest heads of pure bred cattle, and some of the finest studs of horses which can be produced in Ontario.

Among the most prominent breeders in the County are the Clark Brothers—Thomas and John—the former of whom is the present Warden of the County. They have spared no pains or expense in improving their stock for the benefit of agriculture generally, and of the stock-raisers of this section of the country in particular. One of the above—Thomas Clark, Esq.—took no less than (14) fourteen prizes on cattle alone at the Provincial Fair held in the City of Ottawa in 1875, while his pure Clydesdale horses are a household word among stock-men all through the Ottawa Valley. Wm. H. Hurdman, Esq., Reeve of Gloucester, still owns, among a large number of very fine animals, a mare and horse, which he exhibited in the "agricultural" class at the Centennial Exhibition at Philadelphia, and each of which carried off both medals and diplomas from the Centennial Commission and the Canadian Commission likewise. And we simply mention the above gentlemen because they are the leading men in their particular lines, though by no means the only ones, as the number of breeders throughout Carleton, and the superior quality of their stock, are rapidly giving the County a leading position among the great stock-raising sections of Ontario, now attracting such well-earned admiration throughout all America and even Europe.

We have above made mention of some of the agricultural fairs held here and in this vicinity, and intimated that in many respects they compared favourably with those of any other section of the country. Generally speaking, the best indication, not only of the present agricultural status of any particular locality, but also of its agricultural capabilities, can be found by a visit to these fairs. The object for which they were inaugurated has long since been more than accomplished, and they have become an "institution" among us just as much as agriculture itself. The system of perfection to which they have arrived has not, however, been the growth of a day, but the result of long years of intelligent experiment, diligent application, and successful development.

It is now just about half a century since the first "Fair" was held in Old Bytown; and that what we said above is true as to the successful development of the institution within that time needs no argument with the people of to-day. The written and related accounts of that celebrated gathering, which more than rivalled Donnybrook, are laughable in the extreme; and the wide contrast which marks the disparity between the grandeur of the magnificent Exhibition held last September in Ottawa City Agricultural Grounds, and the absolute ludicrousness of its original predecessor, would indicate that in the matter at present under notice the number of steps between the sublime and the ridiculous is not one, but many. The chief "show" at the first was a horse race, i.e., the chief show on the programme, but the chiefest show wasn't on the programme at all, and consisted in the grangers and "shiners" alike loading themselves up with "poten," and then smashing each other's heads with the aid of clubs and dornicks, which left the black thorns of the "ould sod" at a very great discount. In fact, so successful were these fair-goers of 1829 in making mince-meat of each other, and so unsuccessful in deciding who won the horse race, that the authorities didn't see the fun of allowing any more horse races; so an interdict was placed upon the Bytown Fair henceforth, which re-dounded much to the comfort of many a poor Irishman's head, while it remained in force; and by the time the restriction was withdrawn, some years later, the pugnacious proclivities of the Bytown fair-goers had given place to a more civilized and enlightened spirit.

The first Government money which we can find any trace of being given for the encouragement of agricultural exhibitions in the County of Carleton, was its *pro rata* share of the Legislative grant voted by the Provincial Parliament at its session of 1848-49. The amount thus granted for distribution among the various counties entitled to the same was £250. The plan of encouraging these "schools of agriculture," as they have been justly called, by public grants, has been steadily developing till the County Council alone granted in 1878 nearly as much from the county funds to aid the County of Carleton and the City of Ottawa Agricultural Societies, as was granted by the Legislature to all the counties of the Province (Upper and Lower Canada combined), but thirty years ago. The County Association received from the County public funds the very liberal donation of \$500, and the City Association \$250 from the same source. Each also received \$700 from the Ontario Government, as also did the County of Russell, to which, for Agricultural Government grants, the townships east of the Rideau belong, and the whole might very properly be classed in the County of Carleton, as the Russell Exhibition is annually held at the Village of Metcalfe, in the Township of Osgoode. We thus see a total of \$2,100 of Provincial, and \$750 of county funds, or \$2,850 of public money granted to the encouragement, in a single county, of a system to support which \$1,000 was considered a liberal grant thirty years ago, when distributed over the whole United Provinces. And the wonderful growth and development of everything connected with the science of husbandry in the County of Carleton may be measured by the above standard.

There are six regularly organized and officially recognized agricultural societies in the County, viz.: those of the City of Ottawa, the County of Carleton, the Townships of Fitzroy, Gloucester, March, and North Gower, and including the so-called Russell County Society, the "bone and sinew" of which, as above intimated, really lie in the populous Townships of Gloucester and Osgoode, there are seven.

The townships above-named hold their annual fairs at their respective town halls; the County of Russell fair is held in the Metcalfe drill-shed; the County of Carleton Society own very fine grounds and buildings, at Bell's Corners, in the Township of Nepean, and the agricultural fair grounds of the City of Ottawa are probably the finest, with a single exception, in the Dominion. The average amount of business done by the County Society is about \$2,000 yearly, and that by the Ottawa City Society nearly \$3,000, while the township prize lists alone average \$250 to \$500 each. The year 1878 was a very unfavorable one for the City Society, on account of the exceptionally bad character of the weather, which made the financial part of the enterprise unprofitable, though, aside from the Provincial, there was as fine a general display of everything connected with the products of agriculture and arts as could be seen anywhere in the Province.

Occupying, as does the science of agriculture, so important a part in the nation's interior and political economy, and tending, as does the influence of these societies, to foster its development, it will probably not be out of place to give a detailed exhibit of the business transactions of the two leading agricultural societies in the County. In doing so we refer to the year 1877 for the City of Ottawa, and 1878 for the County

of Carleton—those showings being considered fair average years. Here-with they will be found, having reference first to the City of Ottawa.

#### RECEIPTS.

Cash on hand Jan. 1st, 1877.....	\$ 24 60
Loan from Bank of Ottawa.....	2,600 00
Subscriptions from members.....	315 50
Receipts from pic-nic parties.....	210 00
Grant from City Council.....	1,200 00
Do. County Council.....	500 00
Do. Ontario Government.....	350 00
Special collections by Secretary.....	391 00
Sale of refreshment booths.....	390 00
Gate money.....	1,980 34
Grand stand receipts.....	72 95
Stall fees from exhibitors.....	55 00
Entrance fees to sports.....	12 00
Rent of dwelling on show grounds.....	250 00
	<b>\$8,349 39</b>

#### EXPENDITURES.

Balance from 1875, re Provincial Exhibition.....	\$1,957 69
Interest on loans.....	1,548 52
Discounts.....	35 77
Payments, prizes.....	2,421 00
Do. sports (including balloon).....	289 00
Refreshments for Judges and employees.....	110 00
Postage, cabs, telegraphing, &c.....	37 50
Band, \$54.80; building band stand, \$162.54.....	217 34
Improvements on grounds, new floor to dancing hall, &c.....	332 25
Advertising, printing, stationery, and bill posting.....	434 54
Insurance, \$62; use of furniture, &c., \$115.53.....	177 53
Straw for stalls and sundry items.....	73 31
Improvements on Elgin street.....	25 00
Services of officials during exhibition.....	404 50
Salary of caretaker.....	50 00
Do. Secretary-Treas.....	200 00
Cash on hand.....	135 46
	<b>\$8,349 39</b>

#### ASSETS, (ESTIMATED.)

Main exhibition grounds.....	\$13,800 00
Brick house and land purchased to complete.....	8,500 00
Value of buildings, fences, &c., at present.....	37,000 00
Two turnstiles.....	200 00
Tools, flags, ropes, ladders, &c.....	250 00
Cash on hand.....	135 46
	<b>\$59,885 46</b>

#### LIABILITIES.

Loan, Canada Permanent Loan and Savings Co.....	\$21,000 00
Interest now due on same.....	307 50
Loan, Bank of Ottawa.....	2,600 00
	<b>23,907 50</b>
Estimated balance in favour of assets.....	<b>\$35,978 96</b>

The financial statement of the County Society for 1878 is as below:—

#### RECEIPTS.

Members' subscriptions.....	\$ 326 00
Government grant.....	700 00
County grant.....	500 00
Gate money.....	361 00
Sundries.....	40 57
	<b>\$1,927 57</b>

#### EXPENDITURES.

Prize money.....	\$1,100 00
Township societies.....	420 00
Officers' salaries.....	100 00
Sundries.....	307 57
	<b>\$1,927 57</b>

#### ASSETS.

Value of buildings and land.....	\$3,610 23
Due from Wm. Corbett, former Secretary.....	258 61
Cash in hand.....	400 00
	<b>\$4,068 84</b>

#### LIABILITIES.

Neil Robertson's mortgage.....	\$ 900 00
Contra account of Wm. Corbett.....	62 75
Sundries.....	106 99
	<b>\$1,079 74</b>

Estimated balance in favour of assets..... **\$2,989 10**

The County Society is in a very flourishing and prosperous condition. Their chief liability was contracted to purchase an extension to their grounds, which are now ample and convenient; contain very commodious and ornamental buildings, a sufficiency of stalls, sheds, &c., and a never failing rivulet running through them—a very important and necessary adjunct. The chief officers are John Dawson, President; Henry A. Bennett and Hugh Gourly, Vice-Presidents; Hon. James Skead and Thomas Clark (Warden), Honorary Directors; the usual number of Directors, and Adam Abbott, of Hazeldean, Sec.-Treasurer. The society has a present *bona fide* membership of 159 members.

The society was organized in 1845, and Hon. James Skead was its first president, and continued to act as such for a very long time. He has always been one of the most liberal and public-spirited men in the Ottawa Valley, in connection with everything which tended to forward the material interests of agriculture. He was always a leading exhibitor and prize-taker himself, and invariably returned the full amounts of his prizes to the society. He has also been in the habit of importing



for free distribution among the farmers of the County quantities of new and imported varieties of cereals, and has been instrumental in a great many ways in the promotion of the farmers' welfare, and elevating the standard of the agricultural profession. As an instance of his liberality in that direction it might be mentioned that in 1860 he imported and distributed, free, £33 worth of flax seed to encourage the raising of that staple. For a variety of reasons, however, the industry never assumed a very great magnitude, and gradually declined.

The financial statement of the City Society shows them to be heavily in debt. Previous to 1875, however, they were entirely free, and in a healthy pecuniary condition. The impetus given to improvements that year by the selection of Ottawa as the seat of the Provincial Exhibition, ran them heavily in debt, but the statement referred to proves them the owner of a very large surplus of assets, and the facts prove that they are steadily reducing the debt, and it will only take a few years of general commercial prosperity in the County to reflect its benign influence upon this most deserving and enterprising society by putting them again on their feet. Their enterprise in the matter of the purchase of such admirably located and beautiful grounds, and the erection of such really splendid buildings and general conveniences for carrying on a first-class Fair in a first-class manner, cannot be too highly commended.

The grounds are delightfully located on the elbow of the Rideau Canal, about two miles from the centre of the city, being bounded East and South by the canal, West by Bank Street, and North by a new street, lately opened, between Bank and Elgin. They were originally "ordnance" lands—i. e., 19 acres of the first purchase—and were acquired from the Dominion Government, through the exertions of the Hon. R. W. Scott, then Secretary of State—and in consideration of the object for which they were designed—for a merely nominal sum. A further addition was made—to complete the block—of the fine residence and grounds of Hon. John O'Connor, which made the total area of the park some 23 acres—besides three more attached permanently to the house—which the Society lease at an annual rental of \$250. The main building is very large—the central part being octagonal in shape, with galleries, the whole surmounted by transept and cupola, and rectangular shaped wings extending outwards from each side of the octagon. The building is of wood, handsomely painted, of considerable architectural merit, ornate in character and unique in design. It presents an imposing appearance, and its outline, towering above the tree-tops, is visible from long distances on every side, and adds fresh beauty to the really charming scenes of the locality in which it is situated. It was built by Robert White, of Ottawa. The city corporation liberally gave \$15,000 towards its construction, and \$1,000 additional were contributed by surrounding minor municipalities. It is only necessary to remark, in connection with the grounds generally, that in point of their own intrinsic beauty the attractiveness of their surroundings, and the completeness and convenience of their every detail, they are admittedly the finest for the purpose in the Dominion, with the single exception of the new Agricultural Fair Grounds at Toronto.

The Society was organized in 1860. Its present officers are:—

PRESIDENT.—Hon. James Skead.

VICE-PRESIDENTS.—A. Rowe, Esq., and W. H. Hurdman, Esq.

DIRECTORS.—Alonzo Wright, M. P., J. M. Currier, M. P., Ira Morgan, Rep. Board of Agriculture; A. McKellar, Esq., Thos. Clark, Warden; McLeod Stewart, Barrister; R. Cummings, ex-Warden; C. W. Bangs, Mayor; Alderman Heney and John Thompson, Esq.

AUDITORS.—R. W. Cruick and R. Johnson.

SECY.-TREASURER.—A. S. Woodburn.

The exertions of the President in promoting the organizations have already been referred to. The Secy.-Treasurer has also been one of the workers in the cause from the first inception of these societies. He held that position for many years in connection with the City Society, and previously for many years in connection with the County Society; and during 16 years of active labor in the service of both, he has collected by personal solicitation over \$12,000 in cash in aid of those Societies, and performed an amount of routine work which few are capable of, and in a manner to elicit the thanks and praise of all interested in the success of the undertaking. Ira Morgan, of Metcalfe, is also one of those who have devoted a great amount of time, energy and labor to the advancement of Agriculture in this County. He has been 21 years continuously Secy.-treasurer of the Russell Agricultural Society; six years a member of the Agricultural and Arts' Association of Ontario (one of which he was its President), for the Division including N. and S. Lanark, N. and S. Renfrew, Russell, Carleton and Ottawa. He is popularly credited with a great share of the success attending the Canadian exhibit at the Centennial, on account of his exertions as a Canadian Centennial Commissioner.

As a very interesting part of Agriculture—or at any rate a closely related science—the horticultural branch of the industry deserves mention. There was a Horticultural Society organized in Ottawa as early as 1854. The late Dr. Sewell was President of the Society, and C. H. Carrier, now President of the *Free Press* Printing Co., was Sec.-treas. John L. Campbell, Thomas Sturmer, and G. P. Baker, the present Postmaster, are the only gentlemen now living, besides Mr. Carrier, who were connected with the parent society, which only survived some two years, but was followed by others from time to time, each of which succumbed after an equally brief existence. The Directors of the Ottawa Agricultural Society, awake to the advantages of a judicious encouragement to horticulture, and at the time satisfied from past experience that such a society could not flourish as an independent organization, wisely formed a branch in connection with their own society, with very promising results. The present season, however, some dissatisfied members again started an independent society, advertised a very liberal prize list, and tried to forestall the Agricultural Society by appointing their show the week preceding that of the latter. But the people saw the game; the show didn't "draw," and not fifty per cent of the prizes were paid. This will probably teach the people who take a real interest in those matters that "union is strength," a maxim which might also be very judiciously acted upon in connection with the many small local fairs of the vicinity, by uniting all into one grand central fair at Ottawa, as has been done with the most flattering and satisfactory results in many localities throughout the western part of this Province.

In regard to the agricultural productions of the County, the difficulties of arriving at a correct estimate are multiplied in proportion as the facilities and conveniences for marketing and transporting them are increased. With two trunk railways extending across the County, besides the Rideau Canal and the Ottawa, these facilities in the case of Carleton are such that it is not incumbent upon the farmers to centre to any par-

ticular mart, but the surplus products of the fields are delivered at as many different localities as the railway stations and waterways have ports and stations. The chief of these is, of course, Ottawa. The marketing facilities of this city cannot be surpassed in the Province. More detailed reference thereto may be seen under the proper head. Notwithstanding that Ottawa is the largest depot for this gathering in of the cereals, any estimate formed for the entire County, upon what finds its way to Ottawa, would be purely conjectural.

We can therefore give no later figures to represent these products than those compiled from the census reports of 1871, which, for accuracy and completeness, were models amounting almost to perfection itself. From these it appears that the general products, in addition to cereals and roots mentioned in the succeeding table), were as follows, exclusive of Gloucester and Osgoode, which are included with the totals for Russell, and for which separate township totals are not shown in these particular articles:—766,297 lbs. butter, 37,392 lbs. cheese, 13 bush. flax seed, 115 lbs. dressed flax, 4 yards home-made linen, 7,897 yards home-made cloth, 4,713 bush. apples, 476 lbs. grapes, 2,637 bush. small fruit, 8,270 lbs. maple sugar, 66 lbs. tobacco, 179 lbs. hops; and in the fur product—28 beaver, 25 bear, 8 otter, 1 martin, 241 mink, 37 foxes, 129 moose or caribou, 1,731 muskrats, and 110 of various other useful fur-bearing animals.

The table above referred to gives the acreage and bushels of wheat, and the number of bushels of the various other cereals in the several townships, separately, and in toto.

MUNICIPALITY.	No acres of wheat	Bush. S. wheat.	Bush. F. wheat.	Bush. Barley.	Bush. Oats.	Bush. Rye.
1. Fitzroy.....	2,519	25,594	4,910	3,336	36,098	515
2. Gloucester.....	1,287	13,574	695	1,948	80,360	4,685
3. Goulbourn.....	1,872	20,286	715	4,635	66,299	18
4. Huntley.....	2,101	21,374	426	3,178	82,948	491
5. March.....	597	6,550	897	1,266	29,323	80
6. Marlboro.....	1,303	14,218	145	4,609	41,835	588
7. Nepean.....	2,354	29,217	3,329	12,692	95,771	837
8. North Gower.....	1,697	20,931	496	5,082	59,559	250
9. Osgoode.....	2,633	28,155	1,796	5,107	101,454	2,930
10. Torbolton.....	359	2,554	1,043	201	12,001	62
11. New Edinburgh.....	.....	.....	.....	.....	.....	.....
12. Richmond.....	74	880	75	937	3,951	100
Total.....	16,796	183,338	14,527	42,991	659,599	10,556

	Pears.	Beans.	Black wheat.	Corn.	Potatoes.	Turnips.	Other roots.	Grass and clover seed.	Tons Hay.
1	20,144	1,065	68	506	73,472	29,458	14,190	70	5,595
2	8,260	470	554	1,959	93,297	21,910	10,372	39	5,320
3	9,930	784	1,533	1,156	96,952	4,060	7,141	49	4,086
4	12,558	695	1,398	764	55,681	14,042	12,791	55	3,853
5	5,568	119	726	399	25,187	10,265	4,492	15	2,269
6	4,892	233	1,847	1,303	62,336	1,084	1,384	45	3,003
7	15,652	846	1,324	2,382	117,068	60,248	17,215	22	7,515
8	7,569	210	818	1,387	82,265	2,662	8,246	45	3,540
9	10,264	607	1,065	4,649	111,361	1,748	5,367	114	5,980
10	3,705	274	184	394	14,487	3,301	856	17	1,135
11	.....	.....	.....	.....	376	25	62	.....	25
12	575	11	4	33	3,768	.....	167	.....	241
Total	99,117	5,314	14,521	14,932	736,190	148,749	82,293	471	42,612

#### THE GROWTH OF THE MECHANICAL ARTS

In this County has been of a nature and to an extent to keep pace with the requirements of the agricultural community, who form the great bulk of the population. From the very first settlement of Hull, on the north shore, those who from time to time came as settlers on both sides the river Ottawa had always the facilities for obtaining at that place what few articles of manufacture generally subserve the primitive wants of the pioneer settler. For many years this was the only place any such things as a pair of shoes or a job of blacksmith work could be obtained, and it was not till long after the establishment of the military settlement at Richmond that anything at all approaching a system of supply to meet the increasing demand for the thousand and one articles entering into the list of necessities of everyday life, was ever attempted.

It will be seen by reference to the various township sketches that one of the very first acts of the first settlers in each locality or township, was to establish milling facilities. Then by degrees mechanics of the various trades came one by one till, in the course of time, here, as in all other parts which have gone through the same stages of development—the blacksmith, carpenter, waggon-maker, shoemaker, tailor, &c, were all in their places where most needed to supply the ever-recurring wants of the populace in their respective lines.

The County proper is the very reverse of a manufacturing community. Its own particular and peculiar wants in the various trades are, however, supplied at home by home industry and talent, and to this extent alone have the mechanic arts developed, nor are they likely to assume a more rapid stage of growth than the general increase of the population warrants for their own supply, until Carleton becomes, as it is not likely to do in our time, something more or less than a field devoted in greater part to agriculture.

There have been, and are, in Ottawa, a large number of manufacturers of various kinds, which together entitle it to rank as a manufacturing centre of no mean proportion; and the most important of these will be referred to in connection with that city.

Those of the County proper for the twenty years between 1851 and 1871 (the latter being the latest date in which we have any reliable statistics on which to base comparisons) may be enumerated as below:—

In the former year there were twenty-one water saw-mills in operation, of which 3 were in Fitzroy, 1 in Gloucester, 2 in Goulbourn, 2 in Huntley, 2 in March, 3 in Marlboro, 5 in Nepean, 2 in Osgoode, and 1 in Richmond. There were seven grist mills, 2 in Fitzroy, and 1 each in Gloucester, March, Nepean, Osgoode, and Richmond. There were six carding mills, one each in Gloucester, Goulbourn, Huntley, Marlboro, Osgoode, and Richmond. There were two woollen factories, 1 each in Gloucester and Nepean, 1 distillery in Nepean, 1 brewery,

2 tanneries, and 1 shingle mill. The number of the other trades establishments is not given for that year in the official statistics.

In 1861 the number of some of the above-named establishments had decreased, while others of different kinds had sprung up. The total of those descriptions reported by the census enumerators for that year was as follows:—3 grist mills, 17 saw mills, 1 carding mill, 1 woollen factory, 8 tanneries, 1 brewery, 1 carriage factory, 4 asheries, and 2 brickyards.

Ten years later the County showed a list of manufactories comprising 1 agricultural implement factory, 1 bakery, 37 boot and shoe establishments, 1 brewery, 2 brickyards, 1 cheese factory, 5 cabinet factories, 6 carding mills, 6 carpenter shops, 21 carriage shops, 6 cooperages, 6 dressmaking establishments, 1 foundry, 5 grist mills, 9 lime kilns, 9 saddle and harness shops, 11 saw mills, 2 shingle mills, 1 stone cutting establishment, 11 tanneries, 24 tailor shops, 12 tinware works, and 1 woollen cloth factory.

The aggregate amount of capital invested in these industries was \$182,030; the average number of hands employed, 443; average yearly amount of wages, \$94,121; value of raw material consumed, \$354,928; and of the manufactured products, \$594,972.

#### ADMINISTRATION OF JUSTICE.

Taken in the abstract, this term implies what it has been the object, aim, and anxious solicitude of the greatest statesmen, patriots, and philosophers from the most remote ages to make it, rather than what it really is or ever has been. We find that there was probably more "justice" in those portions of the earth whose inhabitants were as Cæsar found our ancestors a half century before the Christian era—"without law, without manners, free and unrestrained;" and that in proportion as the necessity arose for its "administration" the less of it was probably administered, not so much from the defects of the various systems, or the imperfections of their exponents, as from the intermingling of the innumerable circumstances and causes which in the first place created the necessity of the individual being restrained by the community.

It so happens, from the nature of things, that in proportion as civilization increases, so also increases the necessity of having not only a comprehensive code of laws, but a faithful and fearless execution of them. Some of the heathen nations have left us the most lustrous examples of the triumph of a sense of duty to the laws of the Commonwealth over all semblance to either pity, love, or fear. Instances are numerous in which sons have gone to their death by command of their own fathers, for a violation of their country's laws.

The heroic characters of representative men of heathen nations differ somewhat from the noble traits of the Ancients under the Mosaic dispensation in this—that whereas, in the former, their love of, and duty towards, their country was their one great and controlling principle, in the latter the love of the Supreme Ruler, and a merciful justice toward His individual creatures, were the chief ends. Among the former we see vast empires, the evidences of whose grandeur remain the wonder of many centuries of successors; while the latter, their just laws administered with a tempering of mercy, have erected a kingdom which shall live when the marble and brass of the Greek and Roman Triumphal Arches shall have mouldered to dust, and the places which gave them birth shall be forgotten. In fact we find that justice administered with extreme severity always tends to a tyranny, and only awaits the moment when ambition and want of charity shall combine to fill the breasts of either the makers or administrators of the laws to terminate in injustice and corruption. Such proceedings invariably defeat the ends of their authors by promoting resistance and revolt.

The history of all ages is replete with examples of the truth of this theory. In the case of the Mother Country, the circumstances connected with the granting of the Magna Charta are the most striking illustration. And although the civil and religious liberty and equality of every British subject was thereby—in theory—established, still we find that in our own country's history, and within the memory of many of the present generation, those principles have been ruthlessly violated, with no hopes of redress but in rebellion, which has threatened Canada on several occasions from similar causes, and been a stern reality at least once.

Well do many of us remember how under the "Family Compact" the wretched laws were more wretchedly administered, till the Administration of Justice became simply a farce; how plant and self-seeking Judges "stood in" with the governing "Ring," and the records of the Courts became simply a matter of convicting the political enemies of the Government on the most trivial charges, and acquitting their friends of the most heinous offences; and how, on account of the defiant prostitution of the laws to suit political ends, the masses were driven to resist by force of arms; and though for a time overcome, how their principles became engrafted upon the hearts of the great majority, till the usurpers and authors of a bribed and subservient judiciary system were obliged to step down and out, to make room for better men.

It therefore behoves every lover of his country to regard with the most anxious solicitude, and assist by every reasonable means in his power, the just administration of the laws, for upon the proper Administration of Justice may be said to stand, almost as much as upon the laws themselves, the whole arch—from centre to circumference, and from foundation to cope-stone—upon which rests the social structure and political existence of the Commonwealth.

Although the County of Carleton had no municipal existence till several years after the causes above referred to had culminated in the troubles of 1837-38, still it was the victim, along with all other counties in Upper Canada, of the very unfair system of "administering justice" which prevailed for a number of years after the Legislative Union of the Canadas. To this abuse—one of the chief adjuncts of the much-detested "French domination"—the County Council of Carleton were among the first to raise their voice; and they raised it in no uncertain tone, as the following resolution, which was passed at the January Session, 1851, will show. Immediately after the reading of the Finance Committee's Report, it was

"Moved by Mr. Fenton, seconded by Mr. Allan, and Resolved,

"That in the opinion of this Council (viewing, as they do, with extreme alarm, the heavy draughts upon the County Treasurer by the Chairman of the Quarter Sessions, and other Justices, in favor of the Clerk of the Peace, and of the Sheriff, under the Act passed last Session for consolidating the Acts relative to jurors), it is the bounden duty of the Legislature to revise the Act; and to so modify the JURY PROCESS as to lighten the exorbitant cost such process entails upon the people of Upper Canada;

"That this Council deprecates, reprobates, and repudiates the shame-



ful practice of overwhelming them by saddling their small local treasuries with the ever-increasing expenses of the ADMINISTRATION OF JUSTICE, while the people of Lower Canada have the costs for the like administration paid out of the Provincial Treasury—by which stratagem the people of Upper Canada are not only burdened with such increasing costs of their own Judicial Administration, but with at least two-thirds of such administration in Lower Canada—a Legislative extortion which should be resisted by all lawful means.

"Resolved, further, that the Warden transmit a copy of this Resolution to the Provincial Secretary."

At the January Session of 1852, the resistance to the then obnoxious Jury system took form by the passage of the following resolution:—

"39.—Moved by Mr. Fenton, seconded by Mr. Allan, That a special Committee be appointed, consisting of the Warden, and Messrs. Lyon, Allan, and Billings, and the mover, to draft a petition to the Legislature, praying for the repeal or amendment of the 'Jury Act,' in order to lessen the fearfully exorbitant charges upon our own as well as the other County Treasuries in Upper Canada, under the provisions of the said Act;

"That the several Reeves do procure as many names to the said petition in their own municipalities as possible;

"That the Warden do correspond with and solicit the co-operation of the several Wardens or County Municipalities in Upper Canada, and also the members of the Provincial Parliament in the adjacent counties, in furtherance of the said object. Carried."

At this Session they determined to "carry the war into Africa" by refusing the "sinews" to the parties entitled to the same under the Act. We read,

"49.—Moved by Mr. Bowell, seconded by Mr. Workman, That the Treasurer of this Council is hereby authorized to pay from the County funds all such accounts as have been audited by the magistrates in Quarter Sessions, and certified by the chairman thereof, that are approved by the County Auditors. Lost."

After the withdrawal of Bytown from the County, a difficulty arose as to the proportionate expenses to be paid by each municipality in the maintenance of the jail, and in the records of the September special session, 1860, we find the following:—

"9.—Mr. Grant moves, seconded by Mr. O'Lougherty, That it be an instruction to the County Solicitor that in drawing up the agreement between the City Corporation and that of the County of Carleton, the City Corporation shall pay for the board of the prisoners sent from the city at the rate of twenty-five cents per day for each day or part of day such prisoner or prisoners may be imprisoned; and that the sum or sums to be paid for such support of prisoners shall be paid to the County Treasurer at the end of every three months. Carried."

At the first meeting of the old District Council, the expense of the Administration of Justice was provided for by the following Resolution. The amount was thought at that time to be a very liberal allowance.

"60.—Mr. Pinhey moves, seconded by Mr. Smyth, That \$500 be appropriated to the Administration of Justice. Carried."

The increase in the amount of work performed can be judged by the expense of that branch of the County public service the past year. The figures are gleaned from the published report of the County Auditors:—

ACCTS. TO WHICH CHARGED.	1ST QUARTER.	2D QUARTER.	3D QUARTER.	4TH QUARTER.	YEAR 1877.
Ontario Gov. acct. . . . .	\$2,986.93	\$1,491.83	\$1,996.61	\$4,022.94	\$10,298.31
Court House office acct. . . . .	1,137.62	200.00	278.84	615.21	2,431.67
Summary Justice acct. . . . .	297.60	250.30	314.20	353.15	1,215.25
Jury account. . . . .	1,320.29	1,205.10	113.50	3,395.10	6,033.99
Jail account. . . . .	259.45	86.25	796.27	1,062.07	2,334.04
Registry Office acct. . . . .	72.00	121.50	382.34	575.84	1,051.68
Lunatic account. . . . .	294.45	188.98	85.00	95.00	663.43
Totals. . . . .	\$6,326.34	\$3,494.46	\$3,705.92	\$9,925.81	\$23,452.53

Against these amounts, certain sums are credited. The following table shows the total expenditure, the amounts with which the several accounts are credited during the year, and the net expenses over and above receipts, under the various heads of the Administration of Justice Department:—

SUBDIVISION OF ACCOUNTS.	GROSS EXPENDITURE.	RECEIPTS ON SAME.	EXPENSES OVER RECEIPTS.
Ontario Government account. . . . .	\$10,298.31	\$3,941.86	\$6,356.45
Court House Offices account. . . . .	2,431.67	400.00	2,031.67
Summary Justice account. . . . .	1,215.25	.....	1,215.25
Jury account. . . . .	6,033.99	85.50	5,948.49
Jail account. . . . .	2,334.04	39.20	2,194.84
Registry Office account. . . . .	575.84	454.50	121.34
Lunatic account. . . . .	663.43	.....	663.43
Totals. . . . .	\$23,452.53	\$4,921.06	\$18,531.47

There are many other items which should be added in order to find the true cost of this department within the past year—such as the fair share of the Interest account, Printing account, Law Expense account, &c., but which cannot be arrived at except by a vast amount of figuring, and then only approximately. The Interest account alone is a serious item, and is principally payable on account of moneys borrowed to erect the county buildings, which are second to none, taken altogether which we have seen anywhere in the country. They are, beyond dispute, a credit to the County of Carleton, and an ornament to the City in which they are situated. We will notice them more at length in our description of Ottawa.

There is still a difference pending between the County and City as to whether the latter should not contribute an equitable share towards the erection and maintenance of the Court-House. The view of the County in the matter is expressed by a Resolution which passed the Council at the June Session this year, as follows:—

"55.—Moved by Mr. Stewart, seconded by Mr. Greene, and Resolved, That considering the present Court-House was erected and is maintained at the sole expense of the County; and that the City of Ottawa has received and still continues to receive the use of the same without paying any compensation therefor to the County; and that the County is advised that it has a valid claim both in law and in equity for an adequate compensation, both in respect to the original cost of the said building as well as for the maintenance thereof;

"Therefore, the Warden is hereby instructed and empowered to take

such measures as may be necessary, either in the way of amicable arrangement, arbitration, or otherwise, in order to procure from the City of Ottawa such a settlement of the whole matter as the County is fairly entitled to receive. Carried."

Without expressing an opinion as to the merits, &c., we still think it a pity that the City should differ with the County in so many matters relating to the material interests of both. The County, on the other hand, has been extremely liberal with its support and aid to all deserving enterprises within the City which have come and asked for its assistance.

Although the early population of Bytown was composed to a great extent of an extremely turbulent element, which was at times the terror of law-abiding citizens, and although the presence of extremists in both politics and religion has frequently been the cause of more or less serious riots, there have been an exceedingly small number of atrocious crimes committed within the County, for a community of its extent and population. It is claimed that the only murder committed within a period of over a half-century was that of Hon. Thomas D'Arcy McGee at the door of his boarding-house, on O'Connor street, Ottawa, by the hand of an assassin, one Whalen, who was afterwards tried, convicted, and executed for the deed. His crime and trial excited, beyond all comparison, the greatest local, public, and general interest of any event of a criminal or judicial nature which ever occurred in the history of the County of Carleton. Hon. J. H. Cameron, Q.C., and Hon. M. C. Cameron, Q.C., defended the prisoner, while James O'Reilly, Q.C., of Kingston, prosecuted, and Judge Wilson sat on the bench. The trial lasted many days, and the jury were locked up over a week before bringing in a verdict—the prisoner being finally found guilty, and executed accordingly. Though it was universally believed he had accomplices, he died without making a sign.

"Below will be found the names of the incumbents of the principal offices connected with the Administration of Justice in the County, together with their salaries as far as those amounts can be obtained.

Judge of the County Court.—William Aird Ross. Salary \$3,000.  
 Junior Judge of the County Court.—Robert Lyon. Salary \$2,800.  
 Sheriff.—Wm. F. Powell.  
 Deputy Sheriff.—Arthur P. Sherwood.  
 Clerk of the County Court, Clerk of the Surrogate Court, and Deputy Clerk of the Crown and Pleas.—James Fraser.  
 County Crown Attorney and Clerk of the Peace.—Robert Lees, Q.C.  
 Master-in-Chancery.—Wm. Marshall Mathieson.  
 Governor of the Jail.—Alex. W. Powell, \$900.  
 Matron of the Jail.—Mrs. Wilson, \$250.  
 Surgeon to the Jail.—Dr. Church, \$200.  
 Turnkeys.—Thomas Dagg, \$550; George Johnston, \$450.  
 County Constable.—Wm. Gordon, \$600.  
 Coroners.—J. P. Lynn, M.D.; H. T. Corbett, M.D.; Dr. Godin, and J. Pratt.

Board of Audit of Criminal Justice Accounts.—Dr. Beatty and Henry Cowan, \$4 each per day.  
 Registrar.—W. H. Waller.  
 Deputy Registrar.—C. W. Pole.

Those of the above against whom no sum is marked are paid by the fees of their office, their remuneration being of course in proportion to the amount of service they perform.

This is also the case with the officers of the Division Courts, a list of whom we append.

NO. AND NAME.	CLERK.	BAILIFF.
1. Ottawa. . . . .	J. R. Armstrong. . . . .	R. Hamilton.
2. Richmond. . . . .	Hugh Reilly. . . . .	A. Wright.
3. The Carp. . . . .	John Fenton. . . . .	Alex. Johnston.
4. Mohr's Corners. . . . .	W. P. Taylor. . . . .	R. T. Smith.
5. North Gower. . . . .	James Beaman. . . . .	James Johnston.
6. Metcalfe. . . . .	Ira Morgan. . . . .	W. M. Sutherland.
7. Bell's Corners. . . . .	W. F. Harmer. . . . .	Alexander Wilson.

Without presuming to criticise the *personnel* of the officers connected with the Administration of Justice—either throughout the Province in general, or in this County in particular—we believe we but echo the opinion of those who know whereof they speak when we assert that those of Carleton will bear comparison with those of any other of the forty-two counties; and among them will be recognized many names who have held distinguished and leading positions in agriculture, commerce, the learned professions, and Municipal, Provincial, and National politics.

## HIGHWAYS.

It is a well-established fact that, look where we will, the avenues of communication are an undoubted evidence of the existing state of society; and the history of the world from the earliest days bears undisputed testimony to this universally admitted truth. As civilization advances, intercommunication increases, and the channels of trade are improved; while the conveyance of products, the transport of merchandise, and the movement of armies, require an unobstructed highway.

Of the ancient European nations who comprehended this great and important truth, the chief were the Romans, whose broad stone-ways and ruined arches still survive—if a ruin can be said to survive—to remind us of the departed power and greatness of that wonderful people, while in this Western Hemisphere, Mexican causeways and Peruvian highways have also survived the wreck of time to attest the vigour of a national life for centuries departed; and whatever remains is upon a scale as immense as enduring, indicative of indefinite periods of construction, and the employment of masses of population.

The original, or aboriginal, "highways" of the County of Carleton may be very easily enumerated and described. They consisted of rude Indian trails winding tortuously around and over jagged rocks and fallen trees at the *portages* of the Chaudière and the Chats; and these, supplemented by the birch-bark canoe upon the "water-stretches" of the noble Ottawa, were equal withal to the capacities of the simple savages, whose only use of them was during their annual journeys from the shores of Lake Huron to the early trading-posts of the French upon the Lower St. Lawrence, or upon warlike forays of the Northern and Southern Iroquois—the one against the other—the valley of the Ottawa forming the great highway of all the aboriginal tribes composing these two hostile confederacies, both for war and commerce.

But with the advancement of civilization these rude trails have given place in turn to a network of modern highways which, if not comparable to those of the ancient Romans, are at least equal to the requirements of a highly civilized people, to whom the arts and sciences

are as familiar as were the shield and javelin to the fierce warriors for whose benefit those stone-ways were built, or the tomahawk and scalping-knife to the bronze savages who traversed from time immemorial the Algonquin forest trails.

The first road in the County was a sort of improvement of the Chaudière Portage trail, which became necessary from a certain amount of traffic in connection with the lumbering interests, which had begun to extend to the Upper Ottawa before the settlement of Richmond.

This would hardly be looked upon now-a-days as a road at all, and the first road fit to be so called—and it was scarce worthy of the name—was cut from "Richmond Landing," now the Chaudière Flats, where the families of the military encamped while the men were selecting land, to what was then Chapman's rancho, on the Goodwood, three miles from the present Village of Richmond. The work was superintended by Sergeant Hill, of the 99th, and was a Government work. It was done in the autumn of 1818, immediately on the selection of the locality of Richmond as a settlement, it being necessary to complete it before the men's families moved out from "Richmond Landing." With some few exceptions it followed the path of the present Richmond road. The next road in the County was cut through the Township of North Gower to Richmond. It commenced at a point on the left bank of the Rideau, just above the entrance of Stevens' Creek, and followed up the general course of that stream to a point near the third concession line, where it crossed to the north side, and followed the left bank of that creek back a short distance, then turning north-westerly till it struck Mud Creek, following inversely the general direction of that little stream to its source, and proceeding thence in a nearly direct course to the Village of Richmond. Though at first only a winter road of the rudest description, it proved a great advantage to the Richmond settlement, and was the means, as well, of settling up the County through which it passed, by people from those more southern townships now in the County of Grenville.

It does not seem necessary to follow the slow and tedious development of the road system through its various stages of transition. In regard to the comparative as well as the absolute number and magnitude of the difficulties to be overcome, however, they were in the case of Carleton very great indeed—in the first place, from the nature of its soil, and the very great preponderance of low and swampy ground; and secondly, from the great network of rivers and streams, which had to be spanned by many expensive bridges are any amount of good roads could be brought into general utility, except in the most limited local sense. But the energy with which these herculean difficulties were met was in general keeping with the stern character of the sturdy pioneers, and the present splendid highway system is no less a monument to their public enterprise than are the beautiful and comfortable houses now occupied by their children and their children's children, a tribute to their individual private industry.

One advantage, however, existed to counteract in a measure the exceptional difficulties to be met in carrying a practical system of highways into operation, and that was the existence of the finest material for road metal in unlimited quantities and at convenient distances; and this has been liberally taken advantage of. There are now within the County about 71 miles of the very best macadamized road, owned and operated by five different incorporated companies, one municipality, and one private individual, as follows:—

The Ottawa, Montreal, and Russell Consolidated Road Company, who own 15 miles, including two branches, one the "King's" or Montreal road, and the other the Russell road, both called from the respective points towards which they run—from a point at the Corporation limits beyond Cumming's Island, in the Rideau. The financial statement of this road for 1877 was as follows:—

Cost of road. . . . .	\$80,527 80
Expended (1877) for construction. . . . .	\$ 339 88
"    "    repairs. . . . .	1,410 13
Amount of subscribed stock. . . . .	\$57,940 00
"    of dividends (1877). . . . .	5,794 00
"    toll collected. . . . .	7,516 00
"    of liabilities. . . . .	14 00

The total length of above road is 15 miles.

The Ottawa and Gloucester Road Company own about 21 miles, as follows:—Two branches from the City limits—one on each side of the Canal to Billings' Bridge—each about three miles; another branch thence up the right bank of the Rideau about the same distance; and the main road from the bridge to the Osgoode town line, across the Township of Gloucester, about 12 miles. The construction of this road cost \$60,560, and the income of the year netted \$8,068.58, of which dividends and "bonuses" were declared amounting to 12½ per cent. of the capital stock, the balance being applied to repairs and new "stock."

The Ottawa, Nepean, and North Gower Road, completed in 1875, at a cost of \$23,663.06, comprises a main line from Ottawa to Merri-vale in Nepean, and a branch therefrom southward to the "Richmond Road," just beyond the City limits, the whole being seven miles in extent. We gather from the Company's financial report that the subscribed stock is \$36,000, of which but \$13,354 is paid up; that it still owes on construction \$7,953.94; that its receipts last year were \$1,200 from bonuses, \$1,095.12 from forfeitures by default of contractors, and \$1,528.31 from tolls; while the amount of dividends declared was \$480.

The Rideau River Road is one just built, extending along the left bank of the Canal for a distance of a little over two miles from the City limits. It has but recently been amalgamated with the last above-named Corporation—the whole under the name and style of "The Nepean and North Gower Macadamized Road."

The Osgoode macadamized road was built and is owned by that township. It extends from the terminus of the Ottawa and Gloucester road, at the Gloucester and Osgoode town line, to within one and a quarter miles of the Village of Metcalfe, a distance of a little over six miles. It was built about three years ago, through the exertions of Mr. Morgan, who was then Reeve of the Township, and carried through the scheme of having the Municipal Loan Fund surplus applied thereto. This originally amounted to \$8,537. From the principal and accrued interest the Township appropriated \$9,000, and went on with the road, spending \$15,000 on it, and issuing \$6,000 in debentures to liquidate the balance. There is one toll-gate, which the Township leases at an annual rental of \$750. The road is a first-



class one, and adds immensely to the conveniences of the inhabitants of almost the entire Township.

The "Richmond Road," as it is generally called, is owned as far as Bell's Corners, nine miles, by a Corporation known as the Bytown and Nepean Road Co., and the balance of 12 miles by a private gentleman named Dawson, of Bell's Corners. The capital stock of the Company above-named is \$22,000; the cost of their nine miles of road, \$24,400; and the proprietors admit an average profit in the way of dividends of 10 per cent. on the entire cost. There are no liabilities.

It will be observed from the above general statements that these enterprises, as well as being a very great convenience to all classes of the community and a corresponding benefit to the country at large, are also very profitable speculations to those who manage them. In point of general excellence, a very extended acquaintance with similar roads in all sections of the County of Carleton are nowhere excelled, and to some of them it would be difficult to find the equal elsewhere.

As previously intimated, the bridges throughout the County form a very considerable adjunct to the public highway system. The principal of these are, of course, over the Rideau, and several will be found noted under the head of the public improvements of the City of Ottawa. Proceeding up the Rideau from the City limits we come in turn to Hurdman's and Billings' Bridges, connecting Gloucester and Nepean; the two Manotick Bridges, across the east and west branches of the river at that village; the new "Union" Bridge, recently built at Wellington, at a cost of \$9,000, jointly paid by the County of Carleton and the Dominion Government; the Kemptville Road Bridge, between Marlboro' and Oxford Townships, originally built by the Provincial Government, and the bridges at Burritt's Rapids. There are, of course, many others, but these are the chief. Altogether, the requirements of travel are now well supplied by bridges throughout the County, and the general conveniences of intercommunication are facilitated by a highway system which, as a whole, compares favorably with that of any other county in Ontario.

### RAILWAYS.

In the general history of Railways, Canada was much behind the United States in point of time; for as soon as the first great success of steam locomotion became an established fact by the performances of George Stephenson's "Rocket" on the Liverpool and Manchester Railway on the 6th October, 1829, the work commenced among our Southern neighbors, and a railway of 14 miles in extent was in operation from the city of Baltimore, westward, as early as 1830. The people in fact seemed to be seized by a mania for railways, which caused a headlong embarkation in enterprises which, though adding to the general good of the community, proved unprofitable to the originators, and the whole culminated in what was known throughout the United States as the financial crash of 1837—a date at which it is stated, on reliable authority, that there was not even a wagon-road in all Upper Canada over which it was practicable to drive with comfort, or even safety, except a portion of Yonge street, northerly from the present city of Toronto, which had lately been macadamized for the distance of about 12 miles.

Up to the year 1850, the progress of Railways had been so slow that there were but 55 miles in operation throughout the entire country at that date. The Government early foresaw the necessity of railroads, and to promote the building of them Parliament had passed what is popularly known as the "Guarantee Act" the previous year (1848), which had the effect of powerfully stimulating railway enterprise throughout the country, by guaranteeing six per cent. interest on one-half the bonds of any railway 70 miles or more in extent, and taking for security a first lien on the road. It was in consequence of the benefits anticipated from the operation of this Act that the Grand Trunk—now one of the greatest railway corporations in the world—was organized in 1851; and this was soon followed by the organization of the Great Western, and others, immense enterprises of themselves—though but the beginning of a period of railway construction which has continued to develop and increase till again retarded by the great financial and commercial depression at present overhanging the country, but not before Canada has become one of the best served railway communities in the world—perhaps, with the exception of the United States, the very best.

There are now in operation in Canada, or owned by Canadian companies, according to the last official report of C. J. Brydges, the General Superintendent of Government Railways, 5,574½ miles of road, of which 4,362 miles are of the "standard" or 4-8½ gauge; 539½ miles of "broad," 5-6 gauge, and 672½ miles of "narrow," or 3-6 gauge.

The total cost of these railways was \$326,328,976.18, divided as follows:—

Ordinary Share Capital.....	\$113,702,126.82
Preference do .....	68,876,867.31
Bonded Debt .....	79,676,382.44
Loans and Bonuses from	
Dominion Government.....	\$55,320,802.28
Ontario do .....	1,733,817.02
Quebec do .....	441,681.00
New Brunswick do .....	2,163,000.00
Municipalities .....	5,689,299.00
	\$65,348,599.61
Less amount of paid-up securities included above.....	1,275,000.00
	64,073,599.61
Total.....	\$326,328,976.18

These railways were laid with 2,783½ miles of steel rails, 2,765½ of iron rails, and 25½ of wooden rails. They owned and operated 995 locomotives, 497 passenger coaches, 294 second-class cars, 241 baggage, mail, and express cars, 14,712 cattle and box cars, 6,927 platform cars, 1,050 coal cars, and 13 grain elevators.

The gross earnings for the year were \$18,742,053.48; the working expenses \$15,290,091.48; leaving the net profits \$3,451,962.00—the expenses being 81.59 per cent. of the gross receipts; and the net profits only sufficient to pay 4.33 per cent. on the bonded debt alone, to the entire exclusion of all share capital or Government or Municipal loans. The average earnings per mile were \$3,362, and the average operating expenses \$2,764.

Coming down to our own County, we find that one effect of the first wave of railway agitation which struck the country in 1849 was the

chartering of a railway from the River Ottawa to the River St. Lawrence, under the name of the "BYTOWN AND PRESCOTT RAILWAY"—from the towns forming its proposed termini—on the 10th May, 1850. Ground was broken for the road in September of the same year, and it was completed and commenced operation in December, 1854. By this time Ottawa was incorporated, and in consequence thereof was opened under the name of the "Prescott and Ottawa," which was again changed to "St. Lawrence and Ottawa" upon its re-organization after the foreclosure under which it was sold in 1866, and by which some \$300,000 of second mortgage bonds, \$243,333 of third mortgage bonds, and a very large amount of floating indebtedness were entirely wiped out.

The length of the road is 58.5 miles, (besides 6.67 miles of sidings) made up as follows:—Prescott Junction to Ottawa, 52 miles—Prescott Junction Branch, 1.5 miles—Chaudière Branch, 5 miles. This latter was not built for many years after the completion of the main line, which failed, without it, to attract the lumber trade which it was originally designed to carry, and confidently expected to secure; but which object was defeated in the first place by the selfish personal action of the Directors, in locating the Ottawa terminus so far from the lumber manufacturing centre.

The original cost of construction and equipment was \$2,088,994, or \$37,203.59 per mile. The financial statement shows that there is at present an authorized ordinary share capital of \$2,710,090.80 (not issued); an authorized preference share capital of \$789,909.20 (all subscribed and paid up); and an authorized bonded debt of \$970,000, of which \$730,000.50 is subscribed and paid up

	1877	1876	1875	1874	1873	1872	1871	1870
Train Mileage.....	140,112	140,112	168,100	198,863	219,468	214,100	215,692	159,070
Passengers Carried .....	63,837	63,837	75,556	79,625	72,918	70,295	62,968	61,029
Freight Carried (tons).....	44,933	44,933	48,874	49,495	44,211	38,592	39,992	33,967
Passenger Earnings .....	90,417.99	90,417.99	108,808.90	114,398.73	104,084.40	85,760.04	75,938.87	\$71,620.68
Freight Earnings .....	70,115.52	70,115.52	76,553.98	80,576.69	64,400.32	61,322.86	53,909.24	55,900.16
Express, Mail, &c. ....	13,136.13	13,136.13	13,968.31	14,961.23	14,863.90	14,142.05	12,931.87	10,698.47
Gross Earnings .....	173,669.74	173,669.74	199,380.19	210,436.20	183,348.71	161,770.95	142,469.98	138,115.31
Operating Expenses .....	112,657.68	112,657.68	113,119.92	120,192.00	126,478.85	115,817.97	95,273.40	92,886.11
Net Earnings .....	61,112.60	61,112.60	86,260.27	90,244.20	56,869.86	45,952.98	47,196.58	45,229.20
Interest and Sinking Fund .....	51,948.81	51,948.81	56,344.55	49,504.23	47,920.31	22,189.72	19,466.06	23,901.02
Balance to Profit and Loss.....	9,113.79	9,113.79	29,915.72	40,739.97	9,949.55	23,763.26	27,730.52	21,328.18

The following is the present list of Directors, elected in May, 1878:—William Quilter (London, Eng.), Thos. Reynolds (Ottawa), Josiah Robinson, Thos. Robinson, Alex. Robt. Eyre, Wm. Carter, and W. E. Norris, all of London, England.

The officers operating the road are: Thos. Reynolds, Managing Director and V.-Pres. A. G. Peden, Sec.-Treas.

J. G. Macklin, Engineer. Calvin Dame, Superintendent.

R. K. Claire, Gen'l Freight Agent. Wm. Wallace, Track Inspector.

Head Office, Ottawa, Ontario.

London Office, 3 Morgate St., London, England.

T. A. Welton, Secretary at English Office.

There are 11 stations on the line, of which 9 are telegraph and 2 flag stations. They have machine and car shops at Prescott. The amount of rolling stock owned by the Company is 10 locomotives, 11 first-class cars, 6 second-class cars, 5 mail and baggage cars, 61 cattle and box cars, and 45 platform cars. It has 37 miles laid with iron, and 22 with steel rails—the former being 56 lbs. per yard, and the latter varying from 56 to 72 lbs.

The local aid extended to this road amounted to \$300,000, of which \$200,000 was given by Ottawa and the balance by Prescott. A very strong effort was made to secure a loan of \$100,000 from the County of Carleton, but it failed. These loans were, of course, totally lost by the foreclosure, but they were indirectly, perhaps, the most profitable investments those places could have chosen, in the innumerable advantages and facilities which the completion of the railway afforded them. Indeed, it is more than likely that the railway facilities possessed by the City of Ottawa went far toward determining its selection by the Imperial Government as the seat of the Government of Canada, and that without such advantages some other place would have received the coveted prize.

THE CANADA CENTRAL RAILWAY, now or soon destined to be one of the leading roads of the Dominion, at present embraces the old Brockville and Ottawa, part of which was opened as early as twenty years ago; and the Canada Central proper, the first section of which was opened as lately as 1870, and the Northern Extension, which it will still require some years to complete. Although the ordinary share capital of both those roads was controlled by the same parties from the first inception

of the Canada Central proper, yet they were run as separate roads, and separate accounts kept, &c., until the 1st July of the present year. All official reports and statistics referring to the present road will therefore have to be shown as applied to its original integral parts. To begin with the first in point of time, we might refer first to the

BROCKVILLE AND OTTAWA—which was originally chartered to be built from the Town of Brockville on the St. Lawrence to some point on the Ottawa River. The original plan, however, seems to have been abandoned on the completion of the mail line as far as Carleton Place, and a new charter was procured for the extension, under the name of the Canada Central, in 1861—particulars of which will be found under the head of that road.

The Brockville and Ottawa was opened from Brockville to Frankstown, 27 miles, in 1858; from Smith's Falls (28 miles north of Brockville) to Perth, 12 miles, February 17th, 1859; from Frankstown to Carleton Place, 8½ miles, August 22nd, 1859; and the branch from Carleton Place to Ottawa City, 29 miles, in 1869; the total length of the road being 86.5 miles, exclusive of 3.5 miles of sidings. It is laid with iron rails, varying in weight from 58 to 75 lbs. per yard, and is 5 ft. 6 in. gauge.

The road received assistance from Municipalities to the extent of \$1,354,000, as follows:—United Counties of Lanark and Renfrew, \$800,000; Town of Brockville, \$400,000; Township of Elizabethtown, \$154,000; all of which was borrowed for that purpose from the Municipal Loan Fund. These loans were in the shape of subscribed stock, upon which the municipalities interested expected to realize a handsome profit, a delusion dispelled soon after the opening of the road to Carleton Place. In fact to keep it in operation a relief Act had to be passed in 1863, by which the Company were authorized to issue \$244,793.94 in 7 per cent. preferential bonds. This only afforded temporary relief, and in 1866 an Act was passed to fund in second mortgage bonds the floating debt, which, with unpaid interest, amounted by that time to the large sum of \$811,019.97. This measure also proved inadequate to sustain the enterprise, as we find in 1865 the liabilities amounted to \$3,157,234.46, which included \$244,793.94 of 7 per cent. preference bonds, \$1,098,285.77 of 5 per cent. second mortgage bonds, and \$150,000 of unpaid interest; or a total bonded indebtedness of \$1,486,079.71.

After being placed in the hands of a trustee, who afterwards took proceedings to foreclose on behalf of the preference bond-holders, an arrangement was entered into between all the creditors, by which all the stock and bonds of the Company (other than preferential) were converted into new stock at rates varying from 10c. to 25c. in the dollar, while the management of the road reverted to the preference bond-holders, who forever waived their right of foreclosure, but retained their first lien in all respects, without prejudice to the prior claim of the Municipalities. The Act of the Ontario Legislature giving effect to this agreement, was passed at the session 1867-68, at which time the total paid-up stock was only \$177,454.29, of which nearly the whole, or \$165,552.12, had been turned over to the contractors.

The financial statement shows that of an authorized share capital of \$500,000, \$495,600 are subscribed and paid up; that the authorized bonded debt amounts to \$840,000, of 7 per cent., all of which is paid up; that there is a floating debt of \$88,230.56 bearing interest at 7 per cent.; and that the original cost of the road, including permanent way and all equipments, was \$2,674,004, or \$31,143.40 per mile.

A perusal of the reports, as furnished by the Secretary for the last 17 years, shows the following abstract of receipts and expenditures:—

	EARNINGS.	EXPENDITURES.	PROFITS.
1861.....	\$54,558.04	\$36,271.48	\$18,286.56
1862.....	57,722.21	38,340.71	19,432.13
1863.....	59,339.09	44,905.45	14,433.54
1864.....	68,437.12	44,850.09	23,587.03
1865.....	86,575.06	56,659.74	29,915.32
1866.....	113,208.81	62,964.25	50,244.63
1867.....	138,884.47	70,152.59	68,731.88
1868 (6 mos).....	73,348.71	38,950.05	34,397.66
1868-69.....	184,946.46	83,642.14	101,304.32
1869-70.....	202,903.27	104,432.05	98,471.22
1870-71.....	260,999.99	147,698.55	113,301.44
1871-72.....	275,431.99	180,615.45	94,816.54
1874-75.....	238,467.32	176,862.67	61,604.65
1875-76.....	182,169.69	131,305.37	50,864.32
1876-77.....	210,211.00	118,126.95	91,084.05

It will be observed from the above that no reports were furnished for the years 1872-73 and 1873-74.

THE CANADA CENTRAL, as originally so called, was chartered on the 18th May, 1861, and was simply an extension of the above road from its then terminus at Carleton Place to the Town of Pembroke. It was opened between Carleton Place and Arnprior in 1870, and to the present terminus at Pembroke in 1875, the whole being 70.5 miles in extent, besides 2.2 miles of sidings.

The authorized capital stock of the road (including the Northern Extension, now under construction from Pembroke to the proposed eastern terminus of the Canada Pacific at Lake Nipissing) is \$7,000,000. The subscribed stock is \$835,000, of which but \$40,000 is paid up. The authorized bonded debt is \$1,330,000, all of which is paid up, and bearing interest at 6 per cent.

The bonuses received by that part of the road already constructed amount to \$166,375, of which the Ontario Government gave \$123,875; the Town of Pembroke, \$30,000; the Township of Horton, \$7,500; and the Township of Adamson, \$5,000. The Dominion Government grant \$12,000 per mile for that part between Pembroke and Lake Nipissing. The total authorized capital—share and bonds—of the completed section was \$2,368,457.15.

The road is the 5 ft. 6 in. gauge, with iron rails of 60 lbs. to the yard. As intimated above, the two last-named roads were amalgamated on the 1st July, 1878, under the name of the latter—the CANADA CENTRAL.

From the last official returns we gather that the operations over both roads for the year ending June 30th, 1877, were as follows:—Train mileage, 347,202; passengers carried, 132,030; tons of freight moved, 120,171; passenger earnings, \$145,371.71; freight earnings, \$196,420; mail and express and miscellaneous, \$15,186.38; total earnings, \$356,928.09; maintenance of permanent way, &c., \$71,634.87; rolling stock, \$52,787.50; transportation, \$89,783.74; total working expenses, \$223,110.90; net earnings, \$133,867.19.

The amalgamated company own 13 locomotives, 7 first-class coaches, 4 second-class cars, 4 baggage and express cars, 43 cattle and box cars, and 165 platform cars.



Briefly stated, this road is assuming an importance which is destined to make it one of the great trunk lines of the Dominion, forming as it will a link of the great overland ocean-to-ocean Canadian Pacific Railway system; and that the commercial importance of the capital as well as its metropolitan character will be vastly increased by the completion of the Canada Central is true beyond the slightest opportunity for controversy.

The late Senator Foster, of Waterloo, Que., was for many years the leading spirit of both railways now forming the Canada Central. He was chief owner of the share capital, as well as Managing Director of both. The general offices of the road are at Brockville, except that of the General Superintendent, who is stationed at Ottawa. The following are the general officers for the year 1878:—Joseph G. Richardson, President; Archibald Baker, Secretary and General Manager; Carl Matthaei, Treasurer and Auditor; T. A. McKinnon, Superintendent.

Another most important railway, and one which forms one of the chief connecting links of the great through system, and in reality belongs to Ottawa and Carleton—though not really entering the territorial limits of either—is the

#### QUEBEC, MONTREAL, OTTAWA, AND OCCIDENTAL,

whose present western terminus is in the city of Hull, and whose course is indicated by its name. We will give this line a proper share of attention in our reference to Hull.

### WATERWAYS.

Until within a comparatively recent date, the existence of any other facilities than the waterways of the earth, as the means of commerce and communication, was never thought of, except by the traditional resort to the caravan, whose history is as old as the history of the world; although it did not receive—nor did it admit of—any material development during a period extending over thousands of years of uninterrupted use.

Waterways, on the contrary, experienced many stages of development, the beginning of which dates back to the earliest of the great nations of antiquity. This development has been of two kinds—first, of the ways and means of utilizing the waterways which nature gave, and as she gave them; and next, in an artificial development of those minor but scarcely less important internal water-courses, by removing existing natural obstructions to their freest use. Although the second stage claims almost equal antiquity to the first—some of the canals of the ancients being works of stupendous extent and surprising architectural merit—yet the true age of the development of that particular class of waterways belongs almost to the present generation—having but recently preceded the railway age, the beginning of which is still in the recollection of very many of the present day. To the prudent development of the first was due the towering magnificence and undisputed supremacy of the greatest empires. The Phœnicians, the Athenians, the Lacedæmonians, the Carthaginians, the Romans, and the Venetians, were in their time the grand examples of the power and magnificence of empire, and the exponents of maritime supremacy combined; while later, the history of the Dutch, the Spanish, and the Portuguese but adds to the record of commercial as well as political greatness, following in the train of those who go down to the sea in ships.

Advantages of position—many coincidences of most favorable circumstances—the opportune growth of scientific discoveries, and the consequent development of mechanical appliances—have all combined at a still later day—with the indomitable spirit and unconquerable determination of a race who have been often conquered, but never yet subdued—to place the present Mistress of the Seas in a position which for power, influence, magnificence, riches, and extent of empire combined, far exceeds any of the others, whose greatness was in an eminent degree—as is also that of the present British Empire—due to the development of those maritime interests which subsequently resulted in a maritime supremacy. And while the Mother Country has been pushing her commerce to the farthest shores of every sea, and the ocean highways throughout the globe are covered with her flag, her noblest colony has steadily and with rapidly increasing strides followed in her path, till the Canadian mercantile marine now also covers every sea, while the highways of commerce of the Dominion merchantmen are as wide as the world; and this result has been attained by the judicious development and artificial improvement of the magnificent natural water-stretches, of which the interior of the Dominion possesses a greater proportion and of greater natural beauty and grandeur than any other known portion of the globe.

Without reference to the grand canal system of the country as a whole—which is *par excellence* one of its main points of attraction in a commercial view—we will simply state that the works of the Ottawa Valley are among the most valuable and important links of the whole system, which is pre-eminently a national one, in its fullest sense. This part of the chain comprises several links, constructed at different times, and under different circumstances; and of these several links, those closely connected ones known as the

ORDNANCE CANALS are in many respects the most important. These comprise the Carillon, the Chute à Blondeau, the Grenville, and the Rideau Canals; and are called the “Ordnance Canals” from the fact that they were built by the military authorities of the Imperial Government, under the direction of the Board of Ordnance, and for purely military purposes. Beginning with these in the order named, we will briefly refer to them in turn.

THE CARILLON CANAL was found necessary, in making a practicable navigable route to the lakes *via* the Ottawa, in order to overcome the Rapids of the same name, over which the waters of the Ottawa rush into the head of the Lake of Two Mountains. It is built on the Northern or Quebec side of the river; and to avoid an expensive excavation it was decided to make a summit level and supply it with water from a neighboring tributary of the Ottawa, known as the North River. It was first designed that the locks should be 108x20 feet, the same as the old Lachine Canal, but in 1828, the original plan of the Rideau being changed, this—as a part of it—was also changed. The following are the principal points of its dimensions:—

Length of Canal.....	2½ miles.
No. of Locks (2 rising and 1 falling).....	3.
Dimensions of Locks.....	128x32½ and 126½x32½.
Total Lockage (21½ up and 13 down).....	34½ feet.
Depth of water on sills.....	6 “
Breadth of Canal at bottom.....	30 “
Breadth of Canal at surface.....	50 “
Length of feeder.....	62.100 miles.

The locks are of cut stone, and substantially built. The work was designed by officers of the “Royal Staff Corps” in 1819, and executed under their superintendence some years later. It is situated 27 miles, by the line of navigation, above the present St. Anne's Lock, at the entrance to Lake St. Louis. The separate cost of the work has never been ascertained.

THE CHUTE À BLONDEAU CANAL is situated four miles above the Carillon, and is also on the Quebec shore. It was designed and built by the same parties and at the same time as the Carillon, and was necessary in order to avoid the Rapid after which it is named. The following are its dimensions:—

Length of Canal.....	½ of a mile.
No. of Locks.....	1
Dimensions of Locks.....	130 5-6x32 5-6 (top) x36½ (bottom).
Lockage.....	3½ feet.
Depth of water on sills.....	6 “
Breadth of Canal (same top and bottom).....	30 “

THE GRENVILLE CANAL is much more extensive than either of the other two. It commences 1½ miles above the head of the Chute à Blondeau, and is itself 5½ miles long, containing 7 locks, varying in size from 106x19½ to 130½x32½ feet, has a total rise of 45½, and is also built on the Quebec shore, for the purpose of overcoming the Long Sault Rapids. It was designed and commenced at the same time as the two last-named canals, and three locks were constructed on the original plan of the Rideau before the alterations in those plans were decided upon.

All records relating to the construction of the Carillon, Chute à Blondeau, and Grenville Canals were destroyed by fire in the Ordnance Office in Montreal, in 1852, so that no statistics of their cost can be obtained. From statements of parties engaged in the construction, however, it appears that the Grenville was completed in 1829, the Chute à Blondeau in 1832, and the Carillon in 1833; that they were formally opened on the 24th April, 1834, and that the steamer St. Andrew, with two barges in tow, was the first to pass through. But the most important link in the Ordnance Canal chain, in every respect, is the

RIDEAU CANAL, the construction of which was taken into consideration by the Imperial Government in 1814, even before the close of the Anglo-American war; and in 1815 Col. Nichols, then commanding the Royal Engineer Corps in Canada, was directed to send an officer to report on the practicability of water communication between the Lower St. Lawrence and Lake Ontario, by way of the Ottawa and Rideau Rivers.

Capt. Jebb, R.E., was accordingly detailed for the duty, and examined two lines—the first starting from Kingston, and following the line subsequently adopted—the second starting from the Ottawa, and diverging from the Rideau at Irish Creek, 55 miles above its mouth, following this creek to its source, then crossing a short summit to the source of Fish Creek, a tributary of the Cataragui, which he followed to its mouth, then also the latter stream to its mouth at Kingston. He reported both routes practicable, but expressed a decided preference for the latter, as being the shorter.

Nothing more was done, however, till 1821, when, in response to an Act of the Upper Canada Legislature, commissioners were appointed to enquire into and report upon the internal navigation of the Province; and in furtherance of the scheme, Mr. Samuel Clowes, C.E., was appointed in 1824 to make another survey of the proposed route—the Imperial Government having offered a loan of £70,000, or \$340,666.66, toward the construction of a canal. Mr. Clowes examined the two routes previously explored by Capt. Jebb, R.E., but considering the short route objectionable, on account of the supposed impracticability of sufficient water supply, he recommended the other, which proposed to follow the Rideau and Cataragui Rivers their entire length; and in his report he submitted three plans, as follows:—

1st 7 feet deep, with locks.....	100 x 22.
2nd 5 “ “ “.....	80 x 15.
3rd 4 “ “ “.....	75 x 10,

and in 1825 the committee to whom the reports and plans were submitted, recommended the adoption of the second plan, for three reasons, viz.:—

1st. That the canal was to be used entirely or chiefly for military purposes;

2nd. That a canal large enough to transport, with convenience, all descriptions of military and naval stores would afford no additional security by being of larger dimensions; and

3rd. That the question of the supremacy of the lakes would always be determined by the greater power of ship-building on the lakes themselves; and the Government of Upper Canada, considering that the continuation of the St. Lawrence Canals would be a greater advantage to the commercial interests of the Province than the circuitous route *via* the Rideau, declined the offer of the Home Government, which then at once took the matter up for themselves, and sent out the same year (1825) from England Col. J. C. Smith, Lt.-Col. Sir G. Hoste, and Major Harris, all of the Royal Engineers, with instructions to report on the various Public Works of Canada, and to submit an estimate of cost of the Rideau Canal—locks to be 108x20, and 5 feet water on the sills. These officers estimated the cost at £169,000 *stg.*, or \$822,466.66, and the Imperial authorities in consequence at once decided to build the canal at their own expense, Lt.-Col. By, R.E., being sent out the early part of the following year (1826) to attend the work. Various revisions and alterations of the original plans increased the first estimate to £762,679, or \$2,806,881.06; and even this estimate was ultimately very largely exceeded.

In regard to the progress of the construction of the canal, it formed the nucleus of Bytown, which has since developed into the City of Ottawa, and under that head the details of the work will be found, as belonging more appropriately in that place.

With respect to the Ordnance Canals generally, it might be mentioned that after their completion they continued for many years to be operated by the Imperial Government. In 1848, however, there was an offer to transfer them to the control of the Provincial Government, confiding their management to a mixed board of civil and military officers; but the state of the finances did not warrant the Provincial Government in accepting the offer, as it was supposed the cost of management and repairs would exceed the revenue. The offer was repeated by the Home Government on the 3rd March, 1853, and after considerable negotiations as to the conditions of the transfer, the final offer of July 14th was declared acceptable by an Order-in-Council of

the Provincial Government, dated 14th September, of the same year. The terms were not finally confirmed, however, till 1855, when both Parliaments ratified it, and the Governor-General in pursuance of the Provincial Act in that behalf issued his Order-in-Council on 25th January, 1856, which was again confirmed by the Act 19 Vic., Cap. 45, on the 19th June following.

The canals were subsequently (3rd March, 1877) placed under the control of the Department of Public Works, where they have since continued—their expenses of management, &c., having been assumed by the Provincial Government since October 1st, 1853, from which time to the date of Confederation, July 1st, 1867, these expenses amounted to the sum of \$617,116.15. There was collected from the beginning of 1857 (the first official record of toll receipts) up to the last above-mentioned date the following sums:—1857, \$11,172.20; 1858, \$9,375.85; 1859, \$10,743.90; 1860, \$21,403.37; 1861, \$17,748.29; 1862, \$17,850.63; 1863, \$17,081.87; 1864, (six months, January 1st to July 1st) \$5,067.81; 1864-5, \$16,495.22; 1865-6, \$13,597.24; 1866-7, \$16,618.88; or a total of \$157,155.26. Of this amount, however, a very large proportion was refunded on “free goods”—though why a small army of officials should be kept to collect tolls and pay them right back again it is difficult to see. The following amounts represent the “refunds” during the above period:—1860, \$20,391.17; 1861, \$17,651.55; 1862, \$17,824.73; (1863, reductions abolished by Order-in-Council) or a total of \$55,867.45, against a total collection of \$57,002.29 during the years 1860-61-62; leaving the net receipts for a period of three years, only \$1,134.84. The revenue of these canals has been gradually falling off, till now they have come to be quite a serious charge on the country, and in reality have reverted to what they were originally designed for—a system of strategical military works, which, it is to be hoped, will very long continue to be useless *as such*. In close connection with the same system, and really a part of it—though built under different auspices, and never included with the Ordnance Canals—is the

STE. ANNE'S LOCK, situated at the old French village of the same name, 15 miles from the head of Lachine Canal, and between the foot of Lake of Two Mountains and Lake St. Louis. The Ottawa River at its confluence with the St. Lawrence is divided into four channels, by three Islands—the Island of Montreal in the centre, 32 miles long by 10 at its widest point; Isle Jésus, northward of the latter, 20½ miles long and about 7 broad; and Isle Perrot, between Montreal Island and Vaudreuil. The difference in the water levels of Lake of Two Mountains and Lake St. Louis is three feet, and two of the channels of the Ottawa Delta connect these, on either side of Isle Perrot.

As early as 1831, the Lower Canada Legislature made an appropriation to overcome these rapids, but the matter was prosecuted no further than to have Lt.-Col. Duvernay, R.E., make a survey and report plans. In 1834 Mr. T. E. Jones presented a petition to the Legislature praying to be allowed to construct a canal along the front of his property in the village of Ste. Anne, with power to collect toll, and although it was favorably reported in committee, it was defeated at the second reading. The next year further surveys and reports were made by Capt. Yule, R.E., but not acted upon.

By this time, however, the necessity of the work was so generally felt that in answer to a very influential petition presented to the Legislature on February 24th, 1836, the Provincial Government at once took steps which resulted in the building of the present lock—though there were so many preliminary difficulties to be overcome that it was not till August, 1839, that the Lower Canada Board of Works deputed an engineer to make the necessary surveys and plans, and contracts for the work were signed May 18th, 1840. The difficulties above referred to were chiefly in connection with negotiations with a private company who owned a canal on the most advantageous position for the construction of such a work. This was built as early as 1816 by the “St. Andrew's Steam Forwarding Co.,” but was at this time in the hands of the “Ottawa Forwarding Co.,” who had rebuilt the canal in 1832-3, and enlarged the lock to the same capacity as the smallest of the Grenville Canal locks. The negotiations failed, and the above canal was abandoned after the completion of the present one, which was not effected, however, till the 14th November, 1843, although boats passed through as early as the 26th June preceding.

The original cost of the work was \$19,860.02. It consists of one lock, 190 x 45 feet, with wing dam and guide, and protection piers above and below—with a lockage of three feet, a depth of six feet at low water on the sills, and the whole being but ½ of a mile in length. In addition to the original cost as above, the further sum of \$114,596.49 was expended by the Provincial Government upon the lock, prior to Confederation.

The following statement will show gross and net revenue for the year prior to Confederation:—

Gross Revenue.....	\$7,413.46.
Salaries and expenses of Collection \$ 649.23.	
Maintenance and Repairs.....	1,244.09. 1,893.32.
Net Revenue.....	\$5,550.14.

As in the case of the Ordnance Canals proper, the Ste. Anne's has been falling off of late years, though not to so great an extent. The amount of receipts and expenditures on the whole of the Ordnance Canals—with the Ste. Anne's included—for the last fiscal year reported (ending June 30th, 1877) is as below:—

	Construction.	Repairs.	Staff and Maintenance.	Total.
Ste. Anne's.....	\$ 30,003.08	\$ 1,756.93	\$ 1,982.65	\$ 33,742.66
Carillon, Grenville, & } Chute à Blondeau.....	245,738.04	10,304.06	11,050.27	267,092.37
Rideau.....	214.11	14,198.18	25,959.56	40,371.85
Grand Total expenditure	\$275,955.23	\$ 26,259.17	\$ 48,992.48	\$341,206.88
	Tolls.	Hydraulic Rents.	Balances still due.	Total.
Ste. Anne's.....	\$ 3,080.05	.....	\$ 52.46	\$ 3,132.51
Carillon, Grenville, & } Chute à Blondeau.....	40,109.73	.....	1,017.16	41,126.89
Rideau.....	5,116.70	\$ 1,629.75	278.43	7,024.88
Grand Total Receipts..	\$ 48,306.48	\$ 1,629.75	\$ 1,348.05	\$ 51,284.28



	Total Receipts.	Total Expenditure.	Net Revenue.	Excess of Expenditure.
Ste. Anne's.....	\$ 3,132.51	\$ 33,742.66	Nothing.	.....
Carillon, Grenville & Chute à Blondeau. }	41,126.89	267,092.37	"	.....
Rideau.....	7,024.88	40,371.85	"	.....
Grand Totals.....	\$ 51,284.28	\$341,206.88	"	\$289,922.60

The cause of the receipts of the Ste. Anne's being so small is, that in many cases "through" rates are collected at the Ottawa station. These amounted to \$20,977.83 during the year, a proportionate share of which should be added to the Ste. Anne's, and deducted from the Carillon and Grenville totals. The total result is of course the same; and we find that if we subtract the \$1,348.05 carried to the credit of earnings, which are really only "balances due," the total excess of expenditures over receipts on this chain of canals for a single year amounts to the rather startling sum of \$291,270.65; but this showing is an exceptionally unfavorable one, on account of the large amount being spent during the year under the head of construction—which is much beyond the average, although very heavy amounts are expended yearly under the same head. There are at present very extensive alterations and repairs in contemplation at Ste. Anne's, for which tenders have already been called by the Department of Public Works.

The above include all the canals in operation in the Ottawa system, although an extension of that system has been among the contemplated enterprises of our public men for many years, and by the year 1852 it came to be the settled conviction that facilities for navigation should be extended to the Upper Ottawa. By the next year, 1853, this conviction assumed the form of definite action in the shape of surveys by engineers under the direction of the Department of Public Works; from whose reports, presented in March, 1854, it was decided to build canals around the Chaudière Falls, which impede navigation at Ottawa, and the Chats Rapids, 33 miles further up the river. The plan concluded upon contemplated locks 190x45 feet, with 7 feet of water on the sills, which would require 8 5-6 miles of canal, with a rise of 102 8-10 feet, viz.:—6 miles at the Chaudière to overcome 63 feet rise, and 2 5-6 miles at the Chats, with a lockage of 49 8-10 feet; and it was decided to go on with the latter, or smaller work, first.

THE CHATS CANAL was therefore proceeded with. After much discussion as to whether the north or south side of the river should be selected, the former was chosen, and contracts signed with Messrs. A. P. McDonald and P. Schram on 19th June, 1854, for the execution of the work. Two months later the work was commenced and continued till November 15th, 1856, when the contractors declined to proceed further on account of being deceived as to the nature of the material to be excavated—it being found to consist of rocks of the Laurentian series. About this time, also, the great scheme of the Ottawa and Lake Huron Ship Canal began to be agitated, and as it was thought that, even if completed, the Chats might require enlargement to form a portion of that system, the Government allowed the contractors to withdraw, paying them for all work done, at the regular scale of schedule prices, the sum of \$482,950.81.

The Lake Huron enterprise continued to receive favorable support, and in 1857 the Department of Public Works sent a staff of engineers to survey what is generally known as the French River route. The report, bearing date 22nd March, 1858, showed that the distance by this route between Chicago and Montreal would be lessened to 575 miles, as against 1,145 miles by the St. Lawrence and Lakes route, a saving of 570—or almost exactly half the distance—the distance from Montreal to Lake Huron by the new route being 430 miles, of which 58 miles would be composed of short canals (including the Lachine and those already in operation on the Lower Ottawa), and 372 miles of lake and river navigation. The route lay up the Ottawa to the Matawan; thence 44½ miles up that stream to the head of Trout Lake; thence across a low sand ridge three-fourths of a mile to the north-east shore of Lake Nipissing, out of the south side of which flows a tributary of the French River, emptying into Lake Huron. It will be noticed that this is the exact route traversed by Champlain, the first discoverer of the Ottawa and the Great Lakes. The plan recommended by the above engineer suggested locks 250 x 50 feet, with 10 feet of water on the sills; and in passing from Lake Huron to Montreal the ascent to the summit would be 83 feet, and the total descent 642 feet, or a grand total of lockage of 725 feet, of which 698 feet (including the fall below Ottawa) would have to be overcome by lockage. By damming Lake Nipissing to a height of 23 feet above low water mark, a summit area of over 300 square miles in extent would be formed, which would ensure a constant and sure supply of water. The estimated cost of the entire works was \$24,000,000.

The result not appearing satisfactory, the Department sent out another engineer the same year, whose report, bearing date 2nd Jan., 1860, stated that the proposed route lay for a great part of the way through Laurentian and Silurian rock, which would prove very difficult and expensive to excavate. He recommended a modification of the first plan, something after the design of the Rideau, wherein, by a system of dams, the actual canal navigation would be reduced to 29 3-10 miles, nearly one-half of the 58, as by the original plans, and the cost correspondingly reduced to \$12,057,680. The locks were to be 250 x 45 x 12; but the estimate did not include the necessary enlargements of the Lachine and Lower Ottawa canals, land damages, law expenses, or interest on capital during construction.

The matter apparently dropped at this until within a few years; but the prevailing commercial depression has put a damper on all such enterprises for the time being—though the Ottawa and French River Ship Canal has come to be looked upon as necessary from a national far more than a local standpoint, and its construction seems now but a question of time, which the recurrence of national prosperity will decide.

As forming an important part in the general waterway system so closely connected with and belonging to the County of Carleton are the

GOVERNMENT SLIDES AND BOOMS, which cover the Ottawa and its leading tributaries. These were originated in various forms, and executed by as many different parties and in as great a variety of ways; but they have gradually been replaced by the Government, or in some other way fallen into their hands, and now form a distinct branch of the Department of Public Works of the Dominion.

And firstly, before speaking particularly of these works themselves,

it might be as well to refer briefly to a few of the chief characteristics of the streams on which they are situated—a subject which should possibly have obtained precedence in a general reference to the waterway system of the District.

The Ottawa, or Grand River, has its remotest sources to the south-east of Hudson's Bay, near the 49th parallel of latitude, where they are separated by the highlands from the waters running northward. The upper portion of the river descends in a general south-easterly direction some 300 miles to Lake Temiscamingue, where it turns abruptly toward the S. E. E., which general direction it follows to its confluence with the St. Lawrence on either side of the Island of Montreal. Its total length is about 700 miles, and the territory drained by it covers an area of nearly 60,000 square miles. Its chief tributaries in order of ascent are Rivière du Nord, Rivière Rouge, North Petite Nation, South Petite Nation, Rivière du Lièvre, the Gatineau, the Rideau, the Madawaska, the Bonnières, the Coulouge, Black River, the Petewawa, Rivière du Moine, and Matawan—and of these the Gatineau, Madawaska, Coulouge, Black, Petewawa, and Du Moine have Government works upon them.

The Gatineau is the largest tributary of the Ottawa. It is about 400 miles in length, and after draining a territory of some 9,000 square miles in extent, it discharges into the Ottawa from the north shore, 96 miles from the entrance to the St. Lawrence, at Ste. Anne's.

The Madawaska, 240 miles in length, drains over 4,000 square miles of territory, and empties from the south, 136 miles above Ste. Anne's.

The Coulouge, which discharges from the north shore 184 miles above Ste. Anne's, is 160 miles in length, and drains nearly 2,000 square miles.

The Black River, also flowing from the north, drains nearly 12,000 square miles of territory in its course of 128 miles, and joins the Ottawa 9 miles further up than the last named.

The Petewawa flows from the south, is 138 miles in length, drains an area estimated at 2,200 square miles, and empties 218 miles above Ste. Anne's.

Rivière du Moine has a length of 120 miles, and flowing from the northward empties at a distance of 256 miles above Ste. Anne's, after draining a country comprising 1,600 square miles of territory.

Previous to the union of the Provinces in 1841, no works had been constructed by the Government to assist the descent of timber, either on the Ottawa or any of its tributaries; though private individuals had already built slides at the Chaudière, the Chats, Portage du Fort, Calumet, and on the Madawaska. The first ever built in the Ottawa was on the north side of the Chaudière, in 1829, by Philemon Wright, and this was purchased by the Provincial Government on 6th October, 1849, together with right of way along the river bank opposite the works, for \$40,000.

To go into the history of the development of the system from its inception—though of interest in itself—would entail an amount of space which the intended limit of this sketch would not permit; and we will simply confine ourselves to a brief description of the works as they at present exist. The number of stations on the Ottawa and its tributaries are as follows:—Ottawa, 11; Gatineau, 1; Madawaska, 15; Coulouge, 2; Black, 1; Petewawa, 31; Du Moine, 12; total 73.

The stations on the Ottawa are as follows, with their respective distances in miles above Ste. Anne's:—(1) Carillon, 27; (2) Chaudière (both north and south sides), 98; (3) Little Chaudière, 100; (4) Remous, 102; (5) Des Chênes Rapids, 104½; (6) Chats Station, 131; (7) Head of Chats, 134; (8) Chevaux, 152; (9) Portage du Fort, 156; (10) Mountain, 161; (11) Calumet, 163; and (12) Joachim Rapids, 249 miles. The works at these 12 stations consist of 2,000 lineal feet of canal; 3,835 of slides; 29,855 of booms; 8,656 of dams; 346 of bulkheads; 1,981 of bridges; 5 piers; 3 slide-keepers' houses, and 3 store-houses.

The works on the Gatineau station consist of 3,071 lineal feet of canal; 4,138 of booms; 52 of bridges; 10 piers, and 1 slide-keeper's house.

Those on the Madawaska are at the following stations:—(1) Mouth of River, (2) Arnprior, (3) Flat Rapids, (4) Balmer's Island, (5) Burnstown, (6) Long Rapids, (7) Springtown, (8) Calabogie Lake, (9) High Falls, (10) Ragged Chute, (11) Boniface Rapids, (12) Duck's Island, (13) Bailey's Chats, (14) Chains Rapids, (15) Opeongo Creek. They comprise a total of 1,750 lineal feet of slides; 18,479 of booms; 4,080 of dams; 182 of bridges; 43 piers; 1 slide-keeper's house, and 1 workshop.

The Coulouge works consist only of booms and support piers at three different stations: (1) at mouth of river, where there are 300 lineal feet of booms and 1 support pier; (2) at Romaine's—400 feet of booms, 3 piers; and (3) at High Falls—1,848 feet of booms and 6 piers.

The work on the Black River consists of 1,139 feet of booms; 873 of slide; 346 of glance-pier; and 135 of dam.

The Petewawa works are in three sections—the main river, the North Branch and the South. On the first are the river-mouth station, the first, second, and third Chutes, and Bois Dur—5 in all. On the North Branch the stations are: (1) Half-mile Rapid, (2) Crooked Chute, (3) slide and booms between High Falls and Lake Traverse, (4) Thompson's Rapids, (5) Sawyer's Rapids, (6) Meno Rapids, (7) Front Lake, (8) Strong Eddy, (9) Cedar Isles, (10 and 11) foot and head of Devil's Chute, (12) Elbow Rapid, (13, 14 and 15) foot, middle and head of Long Sault, (16 and 17) Cedar Lake Rapids, North and South shores, (18) Cedar Lake. The eight stations on the South Branch are at unnamed localities, and are known by their respective numbers from 1 to 8. The total extent of the works at the 31 stations aggregates 5,577 lineal feet of slides, 11,140 feet of booms, 3,596 feet of dams, and 30 piers.

The 12 stations on the Du Moine consist of a pier and retaining boom at its mouth, 1 slide, and a number of dams, making a total of 30 lineal feet of slide, 800 feet of booms, 1,324 feet of dams, and 6 piers.

The whole of the Government works on the Ottawa and its tributaries show an aggregate amounting to 5,071 lineal feet of canals; 12,335 of slides; 67,799 of booms; 17,791 of dams; 346 of bulkheads; 2,215 of bridges; 346 of glance-pier; 141 piers; 10 support-piers; 5 slide-keepers' houses; 3 store-houses, and 1 workshop.

We have already stated that although conveniences for the prosecution of the timber trade had assumed a definite form of development prior to the Union in 1841, yet the Provincial Government had at that time neither constructed nor assumed control of any of the works of the slide system. Between that date and Confederation occurred the golden era of the lumber and timber trade, and the growth of that branch of the Public Works, after the Government had once assumed them, was beyond all precedent, and though not in advance, yet nearly approaching anything of the kind which has succeeded the latter date. On the 1st

July, 1867, the amounts expended in construction and purchase by the Government of the various "Ottawa River Works," as they are designated by the Department, was as follows—and as the works of the Ottawa River proper are the most extensive, expensive, and important, we give them in detail:—

Works at Carillon.....	\$28,458.13
" North Chaudière (Hall).....	45,270.00
" South Chaudière (Ottawa).....	58,839.36
" Little Chaudière.....	17,816.93
" Remous.....	4,767.76
" Chats Rapids.....	23,355.04
" Head of Chats.....	935.67
" Chenaux.....	4,488.71
" Portage du Fort.....	10,167.77
" Mountain.....	21,866.67
" Calumet.....	49,805.17
" Deux Joachims.....	25,132.90

Total on Grand River alone.....	\$290,904.11
Gatineau River Works.....	31,967.83
Madawaska.....	76,727.37
Coulouge.....	29,032.78
Black.....	10,000.00
Petewawa—Main Trunk.....	\$28,859.07
" N. Branch.....	32,274.94
" S. Branch.....	6,500.00—67,634.01
Rivière du Moine Works.....	8,802.00

Total "Ottawa River Works"..... \$515,068.10

On the 1st July, 1877—the latest date covered by official reports,—these works represented a capital for construction—independent of annual repairs—amounting to \$2,833,418.38. The amount of tolls earned that year was \$98 258.83; the amount of dues collected was \$102,729.87. It appears to have been the practice of the Department to do a "credit trade" with the lumbermen to a great extent; and the result of it is seen in the fact that at the beginning of the fiscal year \$217,562.21 were due as "uncollected balances," and at the end of the year the amount was \$220,158.03; while during the year the sum of \$100,424.05 had been deposited to the credit of the Receiver-General, on account of the year's gross revenue; from which the sum of \$41,694.01 expended for maintenance and repairs (including \$21,168.36 for salaries of staff, &c.) is to be deducted—giving the net revenue at \$58,730.04, or 2,069 per cent. on the investment. This revenue was collected from 331,303 pieces of square timber; 14,254 of flatted timber; 3,260 of mixed timber; 60 spars; 391,642 saw logs; and 330 cribs of deals, boards (hard and soft), round cedars, and "dimension" timber. Of the above quantity 9,397 ps. square timber, 13,252 ps. flatted timber, 2,036 ps. round cedars, and 246,064 saw logs passed the Gatineau boom; 145,578 saw logs the North Chaudière, or Hull slide; and the balance, the South Chaudière, or Ottawa slide.

The total quantities of timber passing the Chaudière slides and Gatineau boom since June 30th, 1869 (the succeeding year being the first officially reported), are as follows—the so-called "pieces" consisting of square, flatted, round, and "dimension" timbers, saw logs, masts, and spars, the "cribs" being composed of deals, boards, traverses, &c., &c.:—

1869-70.....	1,517,480 pieces and 277 cribs
1870-71.....	866,422 " 126 "
1871-72.....	806,968 " 220 "
1872-73.....	900,225 " 167 "
1873-74.....	966,130 " 486 "
1874-75.....	1,133,791 " 714 "
1875-76.....	949,240 " 236 "
1876-77.....	740,519 " 330 "

It appears from the above that the last year's operations were the most limited of the eight; and when it is considered that, notwithstanding the wages in all the departments of the trade have suffered a reduction to rates which have been unknown for many years, yet many of the lumbermen have been carrying on business at an actual loss, which in a number of instances has resulted in the bankruptcy of millionaires, the tremendous stagnation and unparalleled degree of depression in the chief trade of the Ottawa Valley can be realized.

This depression of course extends to the navigation lines, of which the Ottawa possesses an ample and excellent service. The following are the various lines connecting with the port of Ottawa:—

OTTAWA RIVER NAVIGATION CO., owning three very fine upper cabin passenger steamers, the "Peerless," "Queen Victoria," and "Maude," running a daily line (and during part of the summer season twice daily) between Ottawa and Montreal.

MONTREAL AND OTTAWA FORWARDING CO., who own 4 steamers (designed for freight and towage) and 20 barges. They are engaged in general forwarding between the cities named in the Company's corporate title.

SINCENNES & MCNAUGHTON LINE, doing a towing business exclusively, and owning a fleet of 12 powerful screw tugs.

The above Companies all have their head offices in Montreal. Those following are entirely owned and managed in Ottawa:—

J. W. McRea & Co. own 2 steam tugs and 20 barges, engaged in the coal and lumber trade.

Anger Shipping Co., 2 tugs and 20 barges, engaged exclusively in lumber.

J. R. Booth has 2 tugs and 20 barges, also engaged exclusively in lumber.

J. B. Blanchard owns 1 tug and 14 barges, engaged in the lumber trade.

Alex. McIntosh operates a lumber forwarding line consisting of 1 tug and 12 barges.

Perley & Pattee own a line of 1 tug and 10 barges in the same trade.

Samuel Mulligan is engaged in the same business with 1 tug and 4 barges.

Geo. A. Harris owns 1 steam barge and 2 barges in the lumber trade exclusively, and

William Little operates the same number of vessels of similar class, which are devoted to the coal and lumber trade combined.

THE OTTAWA & HULL FERRY LINE is operated by Joseph Smith, and consists of one comfortable ferry steamer making trips between the two cities every 15 minutes. He also owns a steam tug employed in general trade.



The total number of vessels belonging to the different Ottawa fleets is: 3 passenger steamers, 1 ferry steamer, 4 freight steamers, 2 steam barges, 23 steam tugs, and 124 barges.

Owing to the general lack of business many of these have lain idle for the past two seasons. We counted at one time, in September, 1878, 9 steamers and 96 barges tied up and dismantled at the Ottawa wharfs from the above cause; and at the same time there were about an equal number of American canal boats waiting for cargoes of lumber, many of which had been lying there over a month, and we were told it was getting to be a common thing for them to be detained even much longer, or go back empty. Most of these boats carry coal from New York to Montreal or Ottawa, and rely on securing a return cargo of lumber. That their shipping is suffering as badly as our own, however, is no secret; steady employment, rates only paying the most economical wages, and scarce 2 per cent. on original investments, to say nothing of accidents, repairs, etc., and the delays they have been obliged to submit to the past season, have transferred even this doubtful gain into an actual loss to most of the American boat-owners engaged in the Ottawa lumber trade.

One of the most important lines of transport on the Ottawa remains yet to be mentioned, viz.: "The Union Forwarding and Railway Co.," which was incorporated by special Act of Parliament in 1859, with a capital of \$2,500,000, and with R. S. Cassells as its first President. That position is now held by Alfred Brown, of Montreal; Mr. Chepmill, of Ottawa, is Secretary-Treasurer, and Capt. Cowley, General Superintendent. The Company have their head office in the City of Ottawa, and monopolize almost the entire transportation business of the Upper Ottawa. They have a fleet of 13 steamers, of which six are passenger boats, and the service extends from Aylmer, 8 miles above Ottawa, on the Quebec side, to Deux Rivières, the head of steam navigation on the Ottawa, over 200 miles above Ottawa City.

From the previous description of the Upper Ottawa, it will have been observed that there are several breaks in this chain of navigation, and it is in consequence of the Company's owning a horse railway past one of these—the Chats—that the word "railway" is included in their corporate name. This railway—or more properly tramway—is three miles in extent, and lies between Pontiac below and Union Village above, on the Quebec shore. This Company are engaged in a general freighting and passenger business, and in towing. This route is one of the most pleasant and attractive for the tourist of any of our grand chains of waterways, and in its course he passes through almost every variety of scenery, and almost every stage of human advancement—through scenes of placid beauty, rivaling those of the Thousand Isles, to those where the deep, dark river is enclosed by frowning cliffs which vie in grandeur with the towering peaks of the Saguenay, or those which overlook

"The lordly Hudson rolling to the sea;"

and from the noble Capitol, the magnificent public and private edifices of the political metropolis, and the palatial residences and busy hives of manufacturing industry of the lumber kings of the Ottawa—through the quiet homes of the agriculturist, to the bush fires of those hardy pioneers of civilization and commerce—the shanty-men in the lonely wilds of nature's primeval forest.

There are a few others small boats on the Upper Ottawa, owned by private parties, but they do not number more than three or four all told.

The immense advantages which have been derived from the judicious development and efficient condition of all the various branches of the waterway system on which the paramount interests of the Ottawa Valley are founded, and in which the general progress, to a very great extent, of the County of Carleton—and the commercial prosperity of the City of Ottawa in particular—has been and still is centred, has induced us to refer in more minute terms than was at first intended, to the various details which have been a cause as well as a part of that prosperity, the temporary withdrawal of which we have all so much reason to regret, and to the early return of which we are all anxiously and hopefully looking forward.

#### GENERAL PHYSICAL DEVELOPMENT.

Whether considered by comparison or simply in the abstract, the development and progress of the County of Carleton have been of a most encouraging nature. It is still within the memory of the older inhabitants when nothing but nature's solitudes echoed back the scream of the eagle and the yelping of the wolf over this splendid district, now containing a capital city, many pleasant and prosperous villages, and a half-score of populous and comparatively wealthy Townships. Many can remember when "Lower Town," in Ottawa, was one dense swamp, in which those who ventured were very likely to lose their reckoning; while for miles and miles on the south of the Ottawa scarce a habitation existed, or a white man had taken up his abode in what was till then the undisputed hunting-grounds of the aborigines.

Coming down a little later, how many can recall the time when the first little clearings began to dot the landscape along the River fronts, and the only "settlement" was at the present Village of Richmond; when roads did not exist, when schools had not yet been seriously thought of, and churches were among the pleasant remembrances of a former civilization, abandoned for the life of backwoods' pioneers; and later still, when neighborhoods commenced to be formed by the gathering together of a few families within a radius of as many miles, and they first commenced to think of the necessity of the intellectual training of their children, and to supply it as best they could by the temporary winter school—taught probably by one of the settlers in his own log cabin—where the rising generation of the settlement first learned the rudiments of "reading, 'riting, and 'rithmetic," which was all that many of them ever got a chance to learn.

The impenetrable bogs and swamps separating these embryo settlements—connected by "corduroy" cross-ways, or what was still worse—even yet in a few instances remain to tell us of the early lack of facility of intercommunication, and remind us of one of the many disadvantages under which the pioneers of Carleton labored; while the splendid highways on all hands observable, are existing monuments to the energy, perseverance, and well-directed industry of those who conquered a desolate and inhospitable wilderness, and made it what it is—one of the most desirable, in many respects, of all the Counties of a Province admitted the first—in everything pertaining to prosperity and national greatness—within this broad Dominion.

Scores and hundreds still remain to bear living witness to changes—so vast as to rival fiction in their wonderful reality—which have

occurred within the last half century under their own eyes. They have seen a wilderness disappear; a city arise from a dense forest; primitive log huts give place to palatial residences, built of a material and on a scale which will recall the refined ideas and the progressive arts of the builders to the inhabitants of future centuries; churches and towers which will, ages to come, stand as monuments of the enterprise of a past age, to rival the celebrated temples of the ancient heathen nations; bridges and canals, surpassing the celebrated aqueducts, viaducts, and stone-ways which have made the Romans as celebrated as have their mighty conquests—as much the result, as the cause, of these stupendous works of art; and a magnificent Capitol, which for a number of years has attracted the attention and claimed the admiration of all visitors to the seat of Parliament of the Dominion of Canada.

We have seen, within a little over a generation, a population—which in numbers would scarce form a respectable suburb for a country village—increased to such an extent that some of the many Municipalities are counted by thousands.

We have seen the miseries and sufferings incident to the settlement of a wilderness gradually replaced by comfort, plenty, and affluence; and the country, which not many years ago was in a very great measure devoid of everything pertaining to what might be termed the luxuries of a higher civilization—in respect to the substantial evidences of religious and educational facilities—has been literally covered with ecclesiastical tabernacles of commodious dimensions, graceful proportions, and elegant design, and institutions of learning which, as intellectual and literary training-schools, are the most efficient which a liberal and enlightened age has witnessed; while in respect to architectural design and mechanical finish many of them are models of the highest order, reflecting credit alike upon the genius of the people who devised the system of which they are an adjunct, and the public spirit and liberal-mindedness which offers such facilities and inducements to its completion and projection.

We have seen broad and fertile fields grow broader and more broad under the blow of the woodman's axe; till now, in many parts, the groves of forest dot here and there the far-stretching areas of waving corn and luxuriant meadow, instead of an almost illimitable forest being interspersed, at no oft-recurring interval, with small patches of rude clearing, as was the case within the memory of even those of middle age.

We have seen at least one branch of manufacture grow and develop from the most primitive and embryo stage to proportions which astonish, by their almost incredible dimensions, even those whose daily avocations bring them into close communication with the minutiae and details of a traffic which has the Capitol for its heart—whose supply is bounded by Hudson's Bay, by Labrador, and the Prairies of the "Lone North-land," and is regulated by the wants of "all those who live in houses"—whether they be in our own Dominion, whether they be in the many latitudes and varying longitudes of the great Republic to the south of us, or in the cities or hamlets of the European nations, the Islands of the East or West Indian Archipelagos, the territories watered by the Amazon and La Plata or bounded by the Andes and the South Pacific, or among the Antipodes.

We have seen, in fact, and continue to observe on all hands, so many and so marked evidences of general prosperity and progress throughout the County of Carleton, that the ever increasing scale of improvement blunts in a measure our sense and appreciation of the wonderful development which has formed a part of its history, till we carefully compare its state, in regard to its physical condition—whether applied to agricultural, manufacturing, educational, or political affairs—at the time of, and shortly subsequent to, its early settlement, with the state of its present

#### MATERIAL RESOURCES.

Of the fact that there is a vastness and magnificence in these, it is but necessary to obtain the most casual acquaintance of the locality to be convinced; yet how vast they really are, or to what an astonishing magnitude they have developed within the past generation, can only be told by reference to statistics, which, carefully compiled from the latest official documents and most reliable information, will demonstrate that our resources as a County, from whatever stand-point viewed, fairly entitle it to a foremost place among the minor political divisions of the finest Province of an Empire whose prosperity and power have for centuries been the admiration of the world—and in an age such as history leaves no record of any other to compare with, in all things pertaining to agricultural and mechanical development, scientific, intellectual, and moral progress, and material and substantial prosperity.

Let us look at a few of these figures. We have here, in the first place, a territory comprising 555,828 acres, or 868½ square miles, exclusive of Ottawa. Of this quantity, the comparatively large proportion of 210,799 acres were cleared at the time of the last assessment, or within a very small fraction of 38 per cent. of the whole. This land is placed at an assessed valuation of \$7,619,938, which, according to the method here practised, is but little more than half its real value, which we therefore safely set down as exceeding \$15,000,000, on which 7,968 resident ratepayers pay taxes. These 7,968 ratepayers represent a total population of 34,360, owning assessable personal property amounting to \$476,779, and are taxed on \$4,000 of income. These figures seem ridiculously small; and so they are, as are the assessors' returns in all cases and in all localities throughout the Province, so far as these two subjects are concerned. It will be noticed in the table hereafter given of the "equalized" assessment that the figures are made to assume more reasonable proportions. It will also be noticed that some of the assessments of real property, as given in the two schedules, differ in particular Townships from each other. The reason is, that in giving the "present condition," we have in every case referred to the latest returns; whereas, in some particular cases, the "equalized" assessment is arranged, according to Statute governing such matters, from the assessment preceding the last.

The number of useful domestic animals owned in the County is given as 8,167 horses and 20,962 cattle, of all ages; 22,607 sheep, and 8,147 pigs. These are the actual figures for all the municipalities, as per latest returns, and represent an actual value in horses and cattle alone of over a million of dollars.

Although the laws provide for a most exhaustive statistical report being furnished by Assessors and Township Clerks to the County Clerk, still we observe from records in the County offices that these

instructions are in a number of cases systematically disregarded. For instance, one particular Township has made no return for years of the number of farm animals, number of acres of land, either improved or unimproved, or the population; while the same is true in regard to the population and improved lands of some of the others—one Township Clerk informing us that "the latest and best information we have on that subject (pop. of Tp.) is the census of 1871." In the following table, the population of Fitzroy, Gloucester, and Huntley are taken from the last Dominion census. The actual present number would probably show an increase in those Townships collectively extending into the thousands, and it is a pity Municipal officers sometimes forget to bestow that amount of attention required by matters so closely affecting the interests, not only of their own Townships, but the community at large. With the exception of the above omissions, however, the staff of Township officials, particularly the Clerks throughout the Counties, seem thoroughly to understand and fully to meet the requirements of the Municipal Act.

We herewith give the table above referred to, showing the resources by Townships, and also the totals of the various classes:—

Municipality.	No. Horses.	No. Pigs.	No. Sheep.	No. Cattle.	Do. Non-Resident.	No. of Rate-payers.	Total Population.	Total Income.	Personal Do.	Value of Real Property.	No. of Acres Improved.	Total No. of Acres.
New Edinburgh	57	92	75	39	141	218	891	\$308,775	\$15,230	\$290,025	135	135
Richmond	89	1,241	2,880	3,050	76	95	432	41,881	1,300	40,581	1,196	1,596
Fitzroy	950	653	1,648	1,655	80	614	3,425	762,211	17,696	744,522	21,999	55,014
Gloucester	1,075	1,007	3,409	2,914	51	1,584	7,815	1,553,619	49,179	1,504,444	25,360	83,573
Goulbourn	692	865	1,640	1,892	42	673	3,007	819,514	74,252	745,060	26,296	65,744
Huntley	294	245	790	421	10	560	2,401	504,600	46,715	457,885	17,642	56,060
March	717	707	2,647	1,580	144	254	1,088	123,605	20,365	103,240	10,618	27,123
Marlboro'	1,632	1,225	2,573	3,070	.....	450	1,991	181,374	4,700	176,674	16,386	57,295
Nepean	705	716	2,394	1,478	.....	1,743	6,510	2,142,635	118,375	2,023,660	31,962	60,774
North Gower	1,450	1,100	3,893	3,956	9	531	2,283	270,131	6,100	269,031	16,034	32,960
Osgoode	327	304	658	815	33	1,034	3,685	1,246,807	111,001	1,135,806	36,356	90,894
Torbolton	8,167	8,147	22,607	20,962	444	222	888	146,180	11,870	134,010	6,815	25,657
Total	.....	.....	.....	.....	.....	.....	34,362	\$8,200,717	\$476,779	\$7,619,938	210,799	555,828

It appears from the above that the proportion of resident ratepayers to population is 1 to 4.331, somewhat above the general average throughout the country, which is about 1 to 5. The number of non-resident owners compared with resident ratepayers is as 1 to 13, within a very small fraction. The average number of acres owned by resident and non-resident ratepayers is 66.075; the average number of acres which supports each inhabitant is 16.142 in the whole, or 6.122 of improved land; and the average population per square mile is 39.655.

We give below a table showing the result of the labors of the "Equalization of Assessment" Committee of the County Council, at the session of June last, and the mode on which they based their calculations. Their report was adopted by Resolution No. 43, at the above session.

Municipality.	Value of Real Property.	Value of Personal Property.	Total.	60% of Valuation of Villages.	Add or Deduct %.	Equalized Value.
New Edinburgh	\$ 290,025	\$18,750	\$308,775	\$85,265	9 1/2	\$ 356,509
Richmond	4,576	700	41,276	24,766	22 1/2	80,944
Fitzroy	744,522	17,696	762,218	.....	19 1/2	912,279
Gloucester	1,504,444	49,179	1,553,619	.....	10 1/2	1,723,321
Goulbourn	745,060	74,454	819,514	.....	15 1/2	952,685
Huntley	473,330	50,335	523,665	.....	4 1/2	782,897
March	104,922	20,365	125,357	.....	18 1/2	352,331
Marlboro'	176,674	4,700	181,374	.....	15 1/2	464,922
Nepean	2,017,700	118,375	2,136,075	.....	5 1/2	2,263,171
North Gower	264,031	6,100	270,131	.....	9 1/2	520,007
Osgoode	1,135,806	111,001	1,246,807	.....	12 1/2	1,086,504
Torbolton	134,010	12,170	146,180	.....	8 1/2	263,854
Grand Totals	\$ 7,631,170	\$ 483,821	\$ 8,114,991	.....	.....	9,759,424



## HISTORICAL SKETCH OF THE

The amount of taxes levied the current year for County purposes was \$28,203.81, of which \$17,015.47 is classified as County rate proper, and the balance is made up of various special rates, chiefly to meet interest and sinking fund on loans previously negotiated for the erection of the new County Buildings. The proportion of the above, for the several minor municipalities, is as follows:—Nepean, \$6,552.95; Gloucester, \$4,977.66; Osgoode, \$3,138.46; Goulbourn, \$2,751.89; Fitzroy, \$2,635.35; Huntley, \$2,261.61; North Gower, \$1,501.97; Marlboro', \$1,343.00; New Edinburgh, \$1,030.79; March, \$1,014.24; Torbolton, \$762.06; and Richmond, \$233.86.

The reason of the 1876-7 assessments being used in some of the Municipalities, while those of 1877-8 are used in others, is explained by the fact that the various clauses of the Municipal Act, so far as relates to assessments, seem to conflict in a measure, and in such a manner that it is left a matter of doubt—in certain contingencies not necessary here to explain—whether the last assessment be used or the preceding one. Although nearly all County Councils throughout the country interpret the spirit of the Act to be that the last assessment rolls be used, and use them accordingly, still the Carleton Council take the ground that in the contingencies above alluded to any County rate levied on an equalization from the latest rolls would be illegal. It so happens this year that in six of the minor municipalities the 1876-7 assessment rolls have been used, and six of the latest, or 1877-8. The Council evince, by their carefulness in this matter, a laudable desire to conduct the public business safely, and without risk.

There is no excuse, however, so far as we can see, for the immense *pro rata* discrepancies between the real or approximate value of property in the various minor municipalities, and the valuation placed upon them by the Township assessors. As equalized, they must be presumed to be, if not absolutely, at least comparatively (with each other) correct. While in only one case have the Equalization Committee reduced the assessment, they have added a percentage extending into the triple figures in no less than three out of the twelve minor municipalities—the highest additions being 226 per cent. to the Village of Richmond; 181 per cent. to the Township of March; and 156 per cent. to the Township of Marlboro'. If the figures as finally altered are to be taken as correct, Nepean was the model Township, its assessment being less than 6 per cent. in advance of what was in the first place returned.

The highways of communication, which—if not among the resources themselves—are the great arteries through which the life and strength of their development pulsate, have been noted elsewhere.

The easiest way, and at the same time the most accurate, of forming an estimate of the real resources of any section is by studying the latest census statistics; and the best idea we can possibly obtain of its material progress and latent resources is by comparison of those figures for a number of succeeding periods. We shall endeavor to do this by giving the results of the different census enumerations from 1851 to 1871 inclusive. As is well known, the last census was one of the most accurate and complete in all its details of any which has ever been taken in any country; and probably no more correct statement of the actual *present* resources of the County could be arrived at than by counting the same proportionate increase, under the principal heads (in respect to time), from 1871 to the present, to that which took place between 1861 and 1871; for although the commercial and financial systems have suffered derangement and experienced depression throughout the country generally within the past three years, this County is so purely an agricultural community, that the retardation of business prosperity has not extended itself in any very marked measure beyond the confines of the City of Ottawa; and we find the paramount interests of the County in a flourishing and generally satisfactory condition, which indicate a continued and even increasing prosperity.

We find that in 1851, there were but 3,421 inhabited dwellings in the whole County, divided as follows:—Fitzroy, 370; Gloucester, 400; Goulbourn, 358; North Gower, 277; Huntley, 344; March, 167; Marlboro', 315; Nepean, 586; Osgoode, 468; Richmond, 57; and Torbolton, 79. Of these, 1,371 are described as "shanties," 1,773 as log houses, 205 of frame, and 72 of stone—there being not one brick house in the County. There were also two dwellings reported uninhabited—"shanties." Of the 3,421 inhabited, 58 were also used as shops or stores—of which 20 were in Osgoode, 15 in Fitzroy, and 8 in Richmond. The number of taverns was 41; schools, 23; "public buildings," 1 (Richmond); and churches, 30. The entire population consisted of 3,523 families, containing 11,488 males and 10,482 females, or a total of 23,673, divided as follows:—Fitzroy, 2,807; Gloucester, 3,005; Goulbourn, 2,525; Huntley, 2,519; March, 1,125; Marlboro', 2,053; Nepean, 3,800; North Gower, 1,777; Osgoode, 3,050; Richmond, 434; and Torbolton, 252.

In 1861 the population had increased to 29,620—composed of 4,270 families, living in 4,213 houses, and divided as follows:—Fitzroy, 2,339; Gloucester, 4,322; Goulbourn, 2,914; Huntley, 2,651; March, 1,454; Marlboro', 2,331; Nepean, 4,416; North Gower, 2,576; Osgoode, 4,332; Richmond, 516; Torbolton, 675. The number of churches was 12.

By 1871 the population amounted to 31,387, of which Fitzroy had 3,425; Gloucester, 4,785; Goulbourn, 3,224; Huntley, 2,634; March, 1,347; Marlboro', 2,260; Nepean, 5,069; North Gower, 2,532; Osgoode, 4,267; Torbolton, 751; New Edinburgh, 596; Richmond, 497. This population comprised 5,175 families, living in 5,139 houses. There were 8,941 (of whom 4,478 were males, and 4,463 females) married; 985 widowed; and 21,461 unmarried and children. Of the whole, there were 16,112 males, and 15,275 females; while of the unmarried class there were 11,321 males, and 10,140 females; and of the widowed class, 313 were males, and 672 females. There were 246 uninhabited dwellings, and 145 in process of erection; while only 5 in the whole County were classified as "shanties"—4 in Nepean, and 1 in Gloucester. The number of churches in the Electoral Division of Carleton (which does not include New Edinburgh, Gloucester, or Osgoode), was 47—the census returns only giving returns of churches by Electoral Divisions complete.

The increase in population from 1851 to 1861 was 26.872 per cent.; and from 1861 to 1871, a very small fraction less than 6 per cent.

The following table will show the population by Townships each ten years since the official enumeration, taken immediately after the Union of the Provinces of Upper and Lower Canada:—

MUNICIPALITY.	1851.	1861.	1871.	1878.	Increase since 1851.
Fitzroy .....	2,807	2,339	3,425	3,425	618
Gloucester .....	3,005	4,522	4,785	7,815	4,810
Goulbourn .....	2,525	2,914	3,234	3,007	482
Huntley .....	2,519	2,651	2,634	2,401	—118
March .....	1,125	1,454	1,347	1,088	—37
Marlboro' .....	2,053	2,331	2,260	1,991	—62
Nepean .....	3,800	4,416	5,069	6,510	2,710
North Gower .....	1,777	2,576	2,532	2,283	506
Osgoode .....	3,050	4,332	4,267	3,685	635
Torbolton .....	252	675	751	888	636
Richmond .....	434	516	487	432	—2
New Edinburgh .....	.....	.....	596	891	891
Total .....	23,347	29,620	31,387	34,416	11,069

Gross increase since 1851, 11,288; gross decrease, 219; net increase, 11,069.

The figures given under 1878 are those of the various assessors, except Fitzroy, where no official return is made, and we retain the figures of 1871. It is well known that the assessors' estimates of population only affect to be approximate, and as a matter of fact, they are nearly always too low. This will account for the apparent falling off in so many Municipalities, and the increase being so small in others. There are, however, some slight decreases, though it is estimated by very good authority that the actual population at present will number 36,500.

This temporary falling off, where it occurs, has for the most part been caused by exceptional circumstances; though in others, the natural desire of the young men of Canada, and notably of Carleton, to "expand" with a newer and more rapidly growing country, has induced very many of the best citizens of the Ottawa Valley to migrate to Manitoba and the North-West, while the general and universal depression has prevented their places being filled by emigration from Europe, which has been seriously checked, or indeed almost entirely suspended, of late. Another exceptional cause was the terrible fire of 1870, which devastated the Ottawa Valley, and reduced to a helpless condition many hundreds whose position was previously one of affluence. Though Carleton has suffered in the first place by the causes which effected these removals, no less than in the consequent loss of population, the country at large has not been a loser by the change of residence—most of them having gone to our own North-West.

In this connection it would be proper to refer to the population of the City of Ottawa, which we here merely state is 26,550, according to the official return for the year ending December 31st, 1877, of the Enumerator in the employ of the Public School Department, whose estimate may be relied upon as far more nearly correct than that of the assessors. This places the entire population at a trifle over 63,000 in City and County.

In the above table we have given the comparative increase of the population in the various minor Municipalities since the year 1851. It might be interesting to go still further back, and trace it in the County as a whole, since the first official records were published from which accurate estimates can be obtained of that particular portion of Upper Canada which now comprises the County of Carleton. This territory was of course differently divided at different times since that date, but the greatest care has been exercised in arriving at the exact figures which refer to what is now Carleton County. The work of tabulating the different censuses of Ontario, Quebec, Nova Scotia, and New Brunswick, from the first official records down to the time of the last census preceding that of 1871, and forming them into the proper political and municipal divisions, was under the charge of the Rev. Mr. Tanguay, Messrs. S. Drapeau and W. H. Johnson—all men of very wide experience in census statistics; and the immensity of the task may be imagined from the fact that they were diligently occupied for a period exceeding seven years in the work, or from 1865 to 1872, partly inclusive of both.

The first official census statistics of Upper Canada date back only to 1824, at which time Carleton (we speak of the *territory*—not the *then* name) already contained 2,116 inhabitants; in 1825, it contained 2,381; in 1826, 2,842; in 1827, 3,327; in 1828, 5,617; in 1829, 5,786; in 1830, 6,346; in 1831, 7,507; in 1832, 7,011; in 1833, 8,342; in 1834, 8,601; in 1835, 8,877; in 1836, 9,471; in 1837, 10,101; in 1838, 9,558; in 1839, 10,232; in 1840, 10,128; in 1841, 12,337; and in 1842, the year of its organization as an independent District under the name of Dalhousie, the population had increased to 16,193.

The total increase for this period of 18 years was 14,077, or 765.26 per cent. The greatest aggregate increase for any single year was the last of the term, and amounted to 3,856, or 31.27 per cent., which was also the largest proportionate increase. There were two years in which a decrease took place, viz.: 1837-38, of 543; and in 1839-40, of 104. The causes were of course exceptional, the normal condition being one of almost uninterrupted progress, both up to and succeeding the time of the municipal organization of the District.

Now, as in all past time, one of the chief points of interest to be considered—and in fact one of paramount importance—is the number of able-bodied men which a country or community possesses capable of bearing arms. Statistics compiled from the latest militia returns, and bearing on the above point, will be found elsewhere. We might merely remark in this connection that this County, in case of war, could contribute about 12,000 men towards the service of the country who are capable of bearing arms, and not covered by any of the numerous exemptions specified in the Militia Act. Besides these there are about 600 Volunteers of the different branches of the service. The proportion of both Active and Reserve Militia to entire population will therefore be seen to be almost exactly 1 in every 5, which—counting the liberal exemptions authorized by the Militia Act—is an unusually large proportion of possible combatants to positive non-combatants, being considerably above the general average.

The *supporting power* of the population remaining at home would, of course, be of the next greatest importance to the actual number of men capable of being levied. The synopsis of census Agricultural Returns elsewhere given, taken in connection with the splendid system of intercommunication, affording every desired facility for transport, of which Carleton is fortunately possessed, give this County a commanding position, and leading influence in all matters based upon the capacity and character of the physical and military resources of the coun-

try at large; while the spirit of the inhabitants, as evinced on all matters of national or patriotic import, most conclusively demonstrates that the Metropolitan County will never be behindhand in lavishing those resources in whatever direction their country's honor or glory may demand from her citizens.

Of the mineral, agricultural, and mechanical resources we have spoken elsewhere. Enough has probably been said to show—what was intended to be shown—an unprejudiced and truthful estimate of the County as a whole, leaving those circumstances and events which belong more approximately to particular localities to be dealt with while referring—as we shall hereafter—to the various minor Municipalities of which the County of Carleton is composed.

## THE CITY OF OTTAWA.

The existence of the Capital of the Dominion of Canada—or, at any rate, the immediate cause of its being founded—was due to the difficulties, from a military point of view, which the Anglo-American war of 1812-15 proved to exist in defending the country against foreign invasion, and even foreign conquest, in case another such war should arise. At that time, and for many succeeding years, railroads had not been thought of. The St. Lawrence, between Montreal and Prescott, was entirely unnavigable, and troops, stores, and supplies of all descriptions had to be removed from the sea board overland, and by a road whose close proximity to a foreign shore rendered interruption a comparatively easy matter, and made the defence of the then western Province a matter of the most serious difficulty. A feasible and easily defensible channel of communication between Montreal and the west, therefore came to be looked upon by the military authorities of the Empire as a matter of necessity, if that Empire should be held intact. As is well known, the history of the forepart of the present century presents one continuous succession of wars, in which every nation in the world of any importance was from time to time engaged; and the various decrees, ordinances, and counter-ordinances of the European belligerents were of a nature not calculated to soothe the already exasperated feelings of the Americans, between whom and the British the memories of the troublous times of '76 still lived, and contributed in a great degree to engender a deep hostility, fanned and encouraged by the duplicity of Napoleon, till it resulted in the above war. Thus, the beginning of that war was not the beginning of diplomatic difficulties between those two countries (subsequent to the Revolution), nor was its close, in 1815, the end of them. In short, though they were nominally at peace, each was, in regard to the other, in a state only bordering on armed neutrality, which might at any moment develop itself into a war, the results of which, as regards territory, could not be hoped to be so favorable to England as were those of the last war, unless something were done upon one side of the boundary to meet and counteract the military advantages derived from the ever-growing facilities with which the Americans were continually providing themselves in connecting their Eastern country with the fast-growing West.

Many schemes were devised to meet this end, but the one which was finally decided upon is said to have originated with the Duke of Wellington. This scheme was to build a canal to connect the Lower St. Lawrence with Lake Ontario; and after much time and labor had been spent in exploration and survey, it was decided that the valleys of the Rideau, running into the Ottawa, and the Cataraqui, emptying into the foot of Lake Ontario, should form the route in connection with the Lower Ottawa, from Montreal to the mouth of the Rideau.

This work was a purely military undertaking, and assumed definite shape in 1826. In June of that year Colonel By, of the Royal Engineers, arrived in Montreal, and after having completed his plans proceeded up the Ottawa in September to carry them out. The original intention was, according to the plan of Mr. Clowe, an engineer engaged in locating the route, to have the canal enter the Ottawa at or very near the mouth of the Rideau. Inspection satisfied Colonel By, however, that the best place was at the "Deep Cut," some mile or more above that point. The importance attached to the project may be conceived from the fact that the Earl of Dalhousie, then Governor-General of British North America, was personally present to see the work inaugurated.

Up to this time the present site of Ottawa was almost an entire wilderness. Caleb T. Bellows resided at "Bellows' Point," where he had a dock, and kept a little store since previous to 1820, and one Isaac Firth kept a tavern near the Slides' Bridge. Nicholas Sparks lived near the present Wellington Ward Market. With the exception of some half-dozen houses the entire area of the present city limits was in its primeval state on the arrival of Colonel By. With his advent an influx of settlers came—sappers, miners, and engineers, of the Regular Army, laborers to work on the canal, and the usual number of tradesmen, merchants, &c., always intent upon pushing their trade to the extreme confines of civilization.

By the succeeding year (1827) there was quite a settlement in "Lower Town," almost entirely on Rideau and Sussex Streets, while quite a number had also been erected on Wellington Street, and some half-dozen on "the Flats." The Government had erected barracks for the Regulars on the site of the present Parliament Buildings—whence the locality was known as "Barrack Hill;" and the chief buildings on Rideau Street were the Civilian Barracks, also erected by the Imperial Government, for the accommodation of canal laborers. The above, with a double row of laborers' huts, extending northward from the present Maria Street Bridge towards the Sappers' Bridge, constituted in 1827 the Village of Bytown, already thus named in honor of its founder—an honor which at that time seemed rather a doubtful one. The last-named "suburb" of the burgh was called "Corkstown," a name which the locality bore for many years. Its site was even then a beaver meadow; nearly the whole of the present "Lower Town" was an impenetrable swamp; the "Flats" and a great part of "Upper Town" were very much the same; and Parliament Hill, except where cleared for the barracks, was a densely wooded hemlock ridge.

Laborers, mechanics, tradesmen, merchants, and all classes of settlers flocked rapidly in, and a writer estimates the business portion of the place to have contained by the spring of 1828 no less than 15 general stores, 3 jewellery stores, 8 shoemaker shops, 3 blacksmith shops, 4 bakeries, 1 butcher shop, 2 tailor shops, 1 chandler shop, 1 tinmith shop, 1 harness shop. As a matter of history it might be interesting to give the names of the business men of the future Capital in the embryo days of its existence.



Those who kept general stores were Howard & Thompson, McIntosh & Stewart, J. D. Bernard & Co., George & Robert Lang, "4th McKenzie," John Johnston, James Inglis, Samuel Fraser, Charles Friel (father of the late Henry J. Friel), John Anderson, John Joyce, Wm. Kipp, Matthew Connell, a Miss Fitzgibbon, and Louis Manville. This latter gentleman owned a row of about a dozen tenement houses on Rideau Street, near Dalhousie, whose trade he is said to have monopolized. The jewellery business was represented by Arthur Hopper, William Northgraves, and Maurice Dupuis; and the cobbling was attended to by Wm. Murphy, John McCarthy, John Miller, Robert Mosgrove, Henry Shouldice, Watson Little, and Andrew Main; N. S. Blaisdell, Lyman Perkins, and Wm. Tormey were the followers of Vulcan; while the carpenter work was duly performed by James Matthews, James Fitzgibbon (master carpenter of the Government works), John Duggan, James Tough, and Isaac Clough. Bread was supplied to the hungry by George Patterson, James Lang, George Shouldice, and Thomas Hanly; and Andrew Hickey wielded the steel and carver, though historians do not relate whether he had "Butcher to His Excellency the Governor-General" appended to his titles. Robert Wanless kept a harness shop; Thomas E. Woodbury made tinware, and the latest Canadian fashions in clothing could be found at the shops of Henry Shouldice and Daniel Fisher. The latter also did a little in the auction business, and James Johnston likewise followed that trade. John McGraves kept the only chandler's establishment. The Post Office was kept in the store owned by Matthew Connell, who was the first post-master of the place.

The learned professions were ably, if not numerously represented, while the spiritual welfare of the inhabitants was by no means neglected—there being four regularly authorized disciples of the various Christian Churches here stationed, viz.:—Mr. Ainslie, Church of England; Father Heron, Roman Catholic; Mr. Cruickshanks, Presbyterian; and Messrs. Poole and Carroll, Methodists. The medical profession was represented by Dr. Tuthill, of the Royal Engineers; Dr. Christie, afterwards editor of the *Bytown Gazette*; Dr. James Stewart, Dr. Rankin, and Dr. Stafford. James Maloney, Michael O'Reilly, and Paul J. Gill wielded the ferule. The former-named gentleman was the first teacher in Bytown, and had the reputation of handling to perfection the above traditional implement of torture—the dread of the "young idea." The inhabitants thus far, however, seemed to have been able to settle their own quarrels themselves, as we find but one lawyer, a Mr. John Wilson, and he only had a temporary office here, his residence being in Perth.

This latter fact does not speak so strongly for the people "living together in amity" as at first sight appears however. Those were the good old days of free whiskey. Good Templars, Sons of Temperance, Evangelical Alliances, Y. M. C. A's, &c., were something yet to be thought of, and King Alcohol was a power in the land; while the amateur Donnybrooks made Bytown for many a year justly notorious as the most promising rival in His Majesty's North American Dominions, of that celebrated Irish town. Poteen and Jamaica rum, as also the beer brewed by Michael Burke, on Wellington Street, were dispensed with a liberal hand to all and sundry, by Isaac Firth, John Chitty, Thomas Corcoran, Baptiste Homiere, John Little, Louis Pinard, Wm. Cowan, Donald McArthur, and last, but by no means least, "Mother McGinty." This latter good lady was quite a character in her way—so much so as to have become quite a land-mark as it were in the early history of Bytown. In a historical sketch published some years since by Mr. W. P. Lett, the City Clerk, entitled "Poetical Reminiscences of Bytown," this female Boniface comes in for her share; and the description is so good a one, depicting to the life the every day condition of those early representatives of the "Russell House" and "Windsor," and is so truthful a picture of the "hotels" of those days, that we reproduce it.

Mother McGinty sat in state,  
And measured out the mountain dew  
To those whom strong attraction drew  
Within the circle of her power,  
To while away a leisure hour.  
She was the hostess and the host;  
She kept the reckoning, ruled the roast,  
And swung an arm of potent might  
That few would dare to brave in fight;  
Yet was she a good-natured soul,  
As ever filled the flowing bowl;  
In sooth she dealt in goodly cheer—  
Half-pints of whiskey, quarts of beer,  
Strong doses of sweet peppermint,  
Fine old Jamaica without stint,  
And shrub—a cordial then well known—  
Her thirsty customers poured down;  
Nor dreamed of headaches, or of ills,  
For naught killed then but doctor's pills!

She was also noted for her mode of keeping "tally," as Mr. Lett relates:—

For cash or credit bartered she,  
The prime ingredients of a spree;  
And he stood always above par  
Who ne'er a stone threw at the bar;  
And when a man had spent his all,  
She chalked the balance on the wall.  
Figures or letters she knew not,  
But what a customer had got  
By hieroglyphics well she knew;  
For there, exposed to public view,  
Each debtor's tally, great and small,  
Appeared, upon the bar-room wall.  
A short stroke for a half-pint stood;  
A longer for a quart was good;  
While something like an eagle's talon  
Upon her blackboard was a galion.  
And woe to him who soon or late  
His tally did not liquidate;  
For when her goodly company  
Were all assembled for a spree,  
She read off each delinquent's score,  
And at his meanness loudly swore,  
And threatened when he next appeared,  
(Unless the entry all was cleared)  
To lay on future drinks a stricture,  
And photograph—perhaps his picture  
In pewter, for the unpaid tally,  
As given, (I think) in C. O'Malley.

Just a half century has passed since then, and a comparison of the two splendid Hotels above mentioned, as we find them in 1878, with "Mother McGinty's," as Mr. Lett describes it in 1828, is but a fair sample of the vast improvement in every part, and in all conceivable branches, of a then back-woods town, containing a few hundred inhabitants, the majority of whom were of the roughest and poorest description, and by no means the most desirable class of citizens—which is now a wealthy metropolis, and the political capital of a great nation; whose citizens are among the most enterprising and intelligent of an admittedly progressive race, in a pre-eminently progressive age; whose structures and public works, and public and private enterprises of every description, rival in beauty, magnificence and grandeur those of the most powerful nations of the earth; while they excel those of hundreds of cities, far advanced in riches, power, and learning, and the arts and sciences, before Ottawa was ever thought of.

We have given above a statement of what the Bytown of fifty years ago was in a business point of view. In addition to those mentioned as being connected with the commercial and professional portion of the community, the following were among the chief citizens of the place:—Nicholas Sparks, Capt. Le Breton, Daniel O'Connor, Robert Shirreff, Charles Sparrow, William Graham, William May, John McNaughton, John Burrows, John Cuzner, John Cowan, William Clegg, Thomas Burns, Pierre Desloges, Alex. Ethier, and D. McGaw.

Very many of the above-named pioneers were men whose history is the history of the early days of the Capital. Many of them deserve a more extended notice than our time or space permits. Some few of the above names, however, have become such household words with every citizen, as to make a sketch of the city—however condensed—extremely incomplete without brief reference to them.

Nicholas Sparks, the "founder of Ottawa," was a native of Wexford County, Ireland, whence he emigrated to Canada in 1816, and after working his way up to the present City of Hull, engaged as a farm servant with the late Philemon Wright, of that place. Having saved sufficient money in ten years to start out for himself, he purchased from a Mr. Burroughs (who held as the patentee of the Crown under the name of Honey) Lot C, Concession C, Rideau Front, of the Township of Nepean. The deed bears date June 20th, 1826, and the consideration mentioned was £95 stg. He went to work at once to clear the land for the purpose of farming, and built a log shanty near the site of the Wellington Ward Market. Davin's "Irishman in America" gives this shanty the credit of being the second habitation erected on the south shore of the Ottawa, one Ralph Smith having erected the first. This, however, is a mistake. Richmond was settled, as were also the Townships of March and Huntley, a number of years previous to Mr. Sparks' purchase; and Bellows (whose house was probably the very first in the present limits of Ottawa) had lived at Bellows' Landing, so-called, for a number of years then, as had also Isaac Firth, who kept tavern near the Slides, a little higher up; and before their time a number of families had settled in Gloucester and Nepean, as seen in the early history of the County. However, the selection of the Rideau as the route of the military canal, and the arrival of Col. By the autumn following Mr. Sparks' purchase, convinced him of the future greatness of a town which must arise on and in the vicinity of his land. The history of the place has justified his highest expectations, and upon the land purchased 52 years ago for less than \$500, the most populous and wealthy portion of the Capital is now situated. Among the public buildings since erected upon it are the Court-House, the Jail, the City Hall, the Post Office and Custom House, the Ladies' College, the College of the Congregation de Notre Dame, the Opera House, the Orange Hall, the Protestant Orphans' Home, Christ Church, St. Andrew's Church, Bank Street Church, the Dominion Methodist Church, the Congregational Church, the Catholic Apostolic Church, the Baptist Tabernacle, all the principal hotels, including the Russell, Windsor, and Union, the newspaper and telegraph offices, every bank in the City, and a very large number of the finest business blocks to be seen in any city of equal size on the continent of America. Mr. Sparks made several liberal and valuable donations of land to the City and County for their public buildings, and to the Church of which he was a member. He was a J.P., a City Alderman for a number of years, a Conservative in politics, an Anglican in religion, and a kind-hearted and honest man in every sense of the word, according to the testimony of those who knew him best. He died in 1862, 68 years of age.

Ralph Smith, above-mentioned, was also an Irishman who emigrated hither in 1819. He was the first settler in or near Ottawa, with the exceptions above-mentioned; was a man of much means and influence, and the first manufacturer of ardent spirits in the Ottawa Valley, or indeed in Central Canada. Mr. Smith lived to be over four-score.

Daniel O'Connor was a man of more than ordinary capacity, a native of Waterford, Ireland, an extensive traveller, and one of the first pioneers—having been induced by Col. By (who saw in him a man of the right stamp for a new country) to settle in Bytown in 1827. His business capacity enabled him to rapidly accumulate a fortune, while his intellectual attainments were recognized by his appointment to the Commission of the Peace—being the first Justice in Bytown, which was then in a state requiring one exercising magisterial functions to possess both sound judgment and determination. Mr. O'Connor proved admirably adapted to the duties required of him, and to his executive abilities and judicial fairness was due in great measure that old Bytown was at least no worse a place. He was appointed by the Government, the first Treasurer of the Dalhousie District. He contested the District on one occasion for parliamentary representation, but was beaten by Hon. Thos. McKay by a majority of three votes. His daughter, afterwards wife of the late H. J. Friel, was the first child born in Old Bytown. Mr. O'Connor died in 1858, aged 62 years.

Captain Le Breton was a retired naval officer, a man of means and influence and high social position. He was one of the very first settlers on "The Flats," and always took great interest in educational matters. It was he who presented the County with the site of the old "Model School," referred to in the sketch of educational matters in the County.

Robert Shirreff was at that time one of the leading citizens, and had charge of the Crown Timber Office, and subsequently had control of the first newspaper printed in Bytown, though he was not the first to publish it.

William Graham was a man whose name is almost a household word even to the present generation, who know nothing, personally, of the time wherein he flourished.

Charles Sparrow was a man of ability, a leading citizen of the community, and subsequently Mayor of the town.

Dr. Christie was possessed of far more than ordinary ability, not only in his own profession, but in a literary capacity. He organized and ably edited for a number of years, the *Gazette*, the second newspaper published in Bytown, and the first Conservative paper in the Ottawa Valley.

Many of the others are deserving of more lengthy notice than it is practicable to give them. Father Heron, Dr. Rankin, Arthur Hopper, Mr. Friel, Messrs. Blaisdell, Perkins, Mosgrove, Maloney, &c., &c., were all noted men in the particular spheres in which their lines were cast, and to some of them it may be necessary to refer again.

Coming down a few years later, we find the names of Anderson, Armstrong, Arnold, Arnot, Bain, Brown, Bishoprick, Bishop, Bearman, Baskerville, Blackburn, Burke, Bradley, Baker, Baird, Boyle, Bambrick, Bell, Bingham, Brennan, Borthwick, Brooks, Billings, Baldwin, Bates, Clegg, Corrigan, Coombs, Conroy, Calder, Corbett, Cain, Cairns, Carson, Cluff, Clark, Clarke, Cook, Cox, Carleton, Caffrey, Dufure, Duff, D'Arcey, Davis, Durie, Egleson, English, Esdaile, Fitzsimons, Fitzsimmons, Fraser, Fowler, Fairbairn, Foster, Forgie, Griffin, Grieves, Garrett, Goode, Goodwin, Green, Gilpin, Gibb, Henry, Hunter, Hare, Hopkins, Hannum, Hall, Hill, Heney, Healey, Haliday, Johnston, Johnson, Jamieson, Kneeshaw, Kennedy, Kilt, King, Kerr, Kirk, Knapp, Leach, Lewis, Laporte, Lambkin, Lovering, Lamb, Loucks, Malloch, Mulroney, Mortimer, Morris, Munroe, Murray, Mosgrove, McGillivray, McCullough, McGilton, McGee, McDougall, McCloy, McAmmond, McCormick, McLatchie, McCusick, McLean, McDonald, McIntosh, McGraw, Niles, Nelson, Norton, Nesbitt, Nicholson, Orr, Ogilvie, O'Hagan, O'Meara, O'Brien, Proderick, Pollock, Porter, Ramsay, Rathwell, Reid, Riding, Ross, Rochester, Roberts, Robertson, Robinson, Ruth, Strong, Sivewright, Smith, Slaterry, Scott, Stapleton, Silcox, Stewart, Skead, Stanley, Storey, Starnier, Sullivan, Saddler, Taylor, Templeton, Thompson, Whalen, Wood, Waugh, Welsh, Wilson, and Workman.

Many of the above subsequently attained to distinguished prominence in commerce, literature, law, medicine, and politics. Among these, the names of the Bearmans, who have held various municipal positions of trust and profit; the Baskervilles, leading merchants; Robert Bell, to whose untiring energy and commanding influence the people of this City are in a very great measure indebted for the organization and completion of their first Railway; G. P. Baker, who was the first Clerk of the Municipal Council of the old Dalhousie District, and is now Postmaster of Ottawa; Peter A. Egleson, a brilliant example of a self-made man, of whom the County of Carleton is proud in the possession of many, but of none who have more deservedly attained to wealth and prominence, from very small beginnings, through energy, honesty, and perseverance; Edward McGillivray, than whom no man has wielded more power for good to the community, or more assiduously devoted himself to the interests of the public welfare and the advancement of every improvement; Hugh O'Hagan, one of the most accomplished and liberal men of the time; John Scott, subsequently Mayor, and afterwards Member of Parliament; James Skead, whose history is too well known, and whose reputation is held in too high esteem, to make a lengthy reference necessary; Hugh Wilson, whose family attained to wealth and influence, and whose son Zachariah was several years County Treasurer, and has been for a long period Collector of Customs at the port of Ottawa; and Alexander Workman, who settled in Huntley long before Bytown was thought of, and removed hence many years afterwards, when it was still but a village, since which his voice has been heard and his influence recognized in all matters of public interest which have agitated the community, even to the present day.

M. Bouchette, an extensive traveller, and admitted authority as a descriptive critic, visited Bytown in 1832, the year of the completion of the Rideau Canal. He says of it:—"The number of houses is not far short of 150, which are constructed mostly of wood—frequently in a style of neatness and taste reflecting great credit upon the inhabitants." Twenty years later, in 1852, another writer describes it as " \* \* \* divided into Upper Town and Lower Town, which are some distance apart; and it will be many years before the intervening space is built over." It contained at that time 3 Banks, 1 Life and 2 Fire Insurance offices, 3 Newspapers, 1 Telegraph office, 1 Grammar School, 7 Common Schools, and between 50 and 60 stores of all kinds, and we are told that "many of the buildings lately erected are of stone."

More than ten years previous to this, however, it was considered by the Imperial Government as a town of sufficient importance to be represented in the Legislature of the Province, and we find it inserted in what was called the "Imperial Union Bill," along with the then towns of Kingston, Brockville, Hamilton, Cornwall, Niagara, and London, each of which was allowed representation by a single member in the Parliament of the new Province of Canada. The basis of this Bill was agreed upon by the Legislatures of Upper and Lower Canada, at the sessions of 1839-40. The Bill was passed by the Imperial Parliament during the spring of 1840, received the Royal assent on the 23rd July of that year, and came in force 10th February, 1841.

The progress of the place has been rapid—extremely so—and aside from a few drawbacks, resulting from very exceptional circumstances, the increase has also been a steady and a healthy one. It is said—though there are no official statistics to vouch for it—that the population had increased to over 8,000 in 1845, which is doubtful, for if it be so, the falling off between that time and 1847, when it was incorporated as a town, was very extraordinary. That a very considerable decrease did take place, however, is quite certain. It originated in the general commercial depression in the lumber trade, and continued till 1848, when a change for the better again took place, and the tide turned the other way. The first census "by authority" was taken in 1848, and showed a population of 6,275, which in 1851 had increased to 7,760.

Up to this time the public individual improvements had scarce kept pace with the increase of population. Although rapidly growing into a populous and prosperous community, public affairs yet jogged along in the old Rip Van Winkle style—the citizens not yet having awoken to the spirit of enterprise which has for the past twenty years given them a place among the most public-spirited people of the times, and made their City the beautiful one it is. In 1851, however, they began to be alive to the necessity of better facilities for communication with the outside world; and in September of that year the "first sod" of the pioneer Railroad—the "Bytown and Prescott," now the St. Lawrence and Ottawa—was turned. Its rapid completion, and the



new order of things induced by the increased facilities for trade which it presented to the citizens of Bytown, very soon told on the already encouraging status of the place, and at once placed it in a leading position as a commercial and financial centre, and thus stimulated other and even greater improvements. Hitherto all trade and traffic had been carried on by means of waggon roads, which were of the worst description, or by a line of broken navigation down the Ottawa—steamers having been established between Bytown and Grenville as early as 1828.

By 1854 the population of the place had increased to 10,000, and it was incorporated a City under its present name; and from that time forward its progress has been rapid and uninterrupted. Sidewalks were built, streets graded and macadamized, and sewers were laid. A system of water-works was agitated, but the nature of the place—the city being built literally on a rock—deterred the people from incurring the enormous expense, till the warning of the "great fire" of 1870 was the means of maturing a scheme which has since resulted in one of the finest water-works' systems in America. Both these events will be elsewhere referred to.

It is an old saw that when rogues fall out, honest men get their own. With a little variation, this might be made to apply to the event which gave Ottawa the political supremacy of the Nation, and made it a great City. Many much more opulent places wanted the seat of Government. Each would rather it would go to the backwoods than that any of the other aspirants should capture it. But they could not all have it; and the choice being left to the Queen (nominally), she—or rather, perhaps, those Englishmen who had most influence with the British Colonial Secretary of that day—named Ottawa as the future seat of Government.

The political ferment and agitation caused by this decision was intense, and although belonging more to the history of Canada, a brief notice thereof is called for in a sketch of the City chiefly affected. In consequence of the Parliament Buildings having been burnt by a mob at Montreal during the riots following the passage of the "Rebellion Indemnities Act," it became necessary to transfer the seat of Government. To appease both the East and West, a system of rotation was agreed upon by the Legislature. By this agreement, the honors were divided between Toronto and Quebec—the former to be the Capital for the next ensuing two years, followed by four years at the latter City. This state of things proved extremely expensive and inconvenient, and it was soon found necessary to take steps to decide upon a permanent Capital. Finding it impossible to agree, and recognizing the necessity for an immediate change, Parliament requested the Queen, at the Session of 1857, to decide the question of a permanent seat of Government, and supplemented the request by appropriating the sum of \$900,000 for the erection of public buildings at such place as Her Majesty might be pleased to designate.

The last three-years' war with the United States had not been forgotten by the English. The Rideau Canal, as we have previously seen, was the result of the lesson learned by the Imperial Government during 1812-15 of the necessity of safe communication from tide-water to the great Lakes. Ottawa owed its existence in the first place to the results of this lesson; and now, a further result of the same lesson was the utter ignoring by the British Government of the wishes of the people in regard to their Capital, and making the military necessities of the Empire the ground for selecting a location extremely distasteful to the vast majority of the whole people. The extreme unpopularity of the choice may be judged from the fact that when Parliament assembled in Toronto on the 28th February, 1858, the Ministry, then led by Mr. John A. Macdonald, at first had a large majority, the votes ranging from 79 to 42 on the Speakership, to 64 against 52 on the question of Representation by Population.

The Ministry sustained the "Queen's choice," and a motion being introduced to the effect that it "was cause for deep regret that Her Majesty had been advised to select Ottawa as the Capital," was carried by a majority of 14, and they were obliged to resign. Mr. George Brown then formed a Government, which lasted but two days, and was succeeded by the Cartier-Macdonald Cabinet, which perpetrated the "double shuffle," since then a *cause célèbre* in our political history.

The circumstances connected with the above event were as follows. The "Independence of Parliament Act" of 1857 provided (Sec. VII.) that if any member of a Cabinet elected to serve in the Legislative Assembly or Legislative Council resigned his office, and within one month after such resignation accepted another office in the Cabinet, such acceptance should not vacate his seat. To comply with the latter of this law, those members of the lately formed Cartier-Macdonald Administration who had been in the Cabinet previous to the defeat of the Government on the Change-of-Capital vote were appointed to different positions from those previously held by them—but immediately resigned those positions, and were thereupon appointed to those they previously filled, and did not go back to their constituents for re-election, as the *spirit* of the Act provided. Hence the term "double shuffle." Suits were brought against such as had exchanged their offices, in the Superior Courts, but their action was sustained by the Judges. The *legality* of the step was therefore established, though its unconstitutionality has always been admitted, and the clause under which the "double shuffle" was effected was at once repealed.

The action of the Governor-General, Sir Edmund Head, who upheld the conduct of the Ministers in this disgraceful transaction, and whose party leanings were exercised to an indecent degree by his refusal to dissolve the House when it was found that the Brown-Dorion Cabinet had not the support of the majority, stamped him as a partisan of the most obnoxious character, and rendered him henceforth extremely distasteful to the great majority of Canadians; and his subsequent stay was rendered so unpleasant, that when his term of service expired in 1861, he left a country which had already been fatal to the reputation of every Governor-General who had unwisely identified himself with either of the political parties.

Thus the Seat-of-Government question, though causing so much trouble and political animosity, had not been disposed of when Parliament met on the 29th January, 1859; and the Governor-General saw fit to declare in his "Speech from the Throne" that it was now absolutely necessary to carry out the Statute, and the Queen's decision in regard thereto. During the Session the question was finally set at rest by an acquiescence in the "Queen's choice," and Ottawa was henceforth—beyond any possibility of countermand—to become the Capital of Canada; and the consummation of the high hopes of the citizens was witnessed by breaking ground for the Parliament Buildings on the 22nd December, 1859, and the prize for which

Toronto and Quebec so fiercely, yet unsuccessfully, struggled, was now safe in her hands. In consequence of this, the Christmas holiday festivities of 1859, in the City of Ottawa, were observed and enjoyed with a zest and enthusiasm which the auspiciousness of the occasion justified; and were only exceeded by those which attended the visit of H.R.H. the Prince of Wales, who laid the corner-stone of the Capitol, in the name of Her Majesty the Queen, on the 1st September, 1860, in the presence of the Duke of Newcastle, the Governor-General, and a most brilliant suite, which comprised very many of the notabilities of the Provinces and the Empire.

Since that time, and up to the late decadence of the lumber trade, caused by the commercial depression in the United States within the past few years, the progress of the Capital City has been of a character to surprise even those who are familiar with the rise and growth of the most flourishing Western cities. Improvements have not been confined to any particular part or department, but on all hands there has been an amount of enterprise displayed by the City and its citizens, in the prosecution of both public and private improvements, which has made the place worthy of the honors which had so unexpectedly fallen to it. Attention was at once given to Gas and Water Works, Fire Department, Drainage, and Street Railways. None of the above, however, were firmly inaugurated prior to Confederation; but since that event—which gave Ottawa another fresh impulse of growth and metropolitan advancement—all these and many more public improvements have been effected, until to-day there is not a city of its size in America so far advanced in useful and magnificent public works, educational, religious, and charitable institutions, and all accompanying evidences of a wealthy and flourishing metropolis.

Among the rush of improvements effected since Confederation by the City alone, may be mentioned five new markets costing \$90,000; Dufferin Bridge, and the enlargement of the old Sappers' Bridge, \$90,000; Pooley's Bridge, at the Slides, \$18,000; New Edinburgh bridges, \$4,000; Ottawa Street bridge across the Rideau, \$3,000; Maria Street bridge, \$2,000; new iron truss bridges across the Chaudière, \$45,000; main drainage, \$295,000; new City Hall, \$90,000; Registry Office, \$12,000; Water Works, \$1,014,000; Collegiate Institute, \$60,000; Central School, East, \$10,000; Central School, West, \$17,000; Primary Schools, \$15,000; Fire Stations, \$5,000; making an aggregate of \$1,770,000 in less than 12 years for City public improvements alone; and if we take into consideration the County Public Buildings, the very large number of Hospitals, Homes, Asylums, Theological Colleges and Schools, and really magnificent Churches which have arisen during that time, and are now flourishing in Ottawa—to say nothing of the magnificent Parliament and Departmental Buildings, and the National Library, the finest beyond comparison in America—we behold a community which has attained, within a comparatively few years, from the condition of a backwoods village of the roughest class, to a leading and enviable position as a great City, possessing educational and literary advantages which are fast making it a centre of learning, and a system of public improvements and conveniences which make it not only a very desirable place of residence, but are fast adding to its population by drawing from other and less enterprising cities and towns throughout the Dominion.

Very many of the above public works and institutions are of the most costly, imposing, and complete character anywhere to be found, and deserve separate notice, which will be given further on.

While the above great improvements were being accomplished, we find the population has also been steadily on the increase. Since the temporary falling off between 1845 and 1848, the growth has been sure and solid. We have already noticed the extent of the population at different periods up to 1854, the date of incorporation as a City, when it was estimated at 10,000. By 1861 it had increased to 14,669, or nearly double what it was at the time of the census ten years previously. In 1871 it had again nearly doubled, the actual number of inhabitants being, according to the census returns, 21,545. It has since kept up nearly the same proportionate ratio of increase. The last trustworthy return we have is that of the Enumerator of the City Educational Department, which may be regarded as almost as accurate as a Government census, and this places the population for that year (1877) at 26,550. With the suburbs, which properly belong to it, though not in the corporate limits, such as New Edinburgh, Rochesterville, Stewarton, Jamesville, &c., the number would be swelled to over 30,000, and with the City of Hull, which should also be in name, as it is in reality, a part of the same metropolis, the population of the community acknowledging Ottawa as their abode would not fall far short of 50,000 souls. From a primeval forest to a city of such proportions, and possessing such attributes, in a period of fifty years, is an exceptionally rapid development, of which the citizens of Ottawa are naturally and justly proud; and the feeling finds a response in every patriotic man and woman of whose country Ottawa is the beautiful Capital.

We have previously given the opinions of travellers on Bytown as they found it at different dates. We quote below extracts from the description of an eminent American engineer, as given in 1877 in a series of letters to the *Chicago Engineering News*, a gentleman who has travelled extensively; is a competent judge, and cannot be accused of partial leanings toward his subject. He says:—"After an interval of several years from a previous visit, we were struck with the improvement everywhere apparent in the City of Ottawa, the capital of the Dominion of Canada. It so surprised us to find what we had considered a leading backwoods town grown into a fine city, with abundant evidence of a commercial and political supremacy—a city, as it were, an offspring of the engineering profession—a great public work having inaugurated its birth and fostered its early years. It is not too much to say that Ottawa is a beautiful City. Standing at the junction of the Dufferin and Sappers' Bridges, which cross the canal almost at the junction of the four principal thoroughfares, and looking west, it will be difficult to recall a more imposing picture than is presented to one here. On the right the magnificent Parliament Buildings catch the eye, and Wellington Street running into the distance, on the south side of which, and facing the Parliament Square, are located the Banks and many other public structures. Immediately facing one is the handsome Post Office, which forms the apex of the angle made by a bend in Sparks Street as it approaches the bridge. The building material generally adopted—a bluish-grey limestone—adds much to the general aspect of the City; it gives a quiet, substantial appearance to it, somewhat Quakerish perhaps, but honest and permanent. Nor can Ottawa and its neighbourhood be easily surpassed for natural scenery.

The high bluffs in and about the City itself command beautiful and extensive views. The magnificent falls of the Chaudière, and the lesser cascades about them, within the City limits, can be seen from many aspects and points of observation, while lower down the river, tumbling over cliffs forty feet in height, the Rideau joins the Ottawa.

Perhaps in few cities in the world is there such a field for the student of water-power machinery; for here, although the great natural power is heavily drawn upon, it may be said, even during the severe winters of this latitude, to be practically inexhaustible, the vast volume of its reserve force ceaselessly thundering into its rocky basin, and that in the very midst of a large and populous city."

Topographically described, the Ottawa of 1878 is situated on the south or right bank of the Ottawa River, 126 miles above its junction with the St. Lawrence, and in the north-east corner of the Township of Nepean. It extends along the river from the Rideau, which is its eastern boundary, to Nepean Bay, above Chaudière Falls, a distance of nearly three miles; and southerly to an average distance of about two miles, containing an area of over 2,000 acres. It is intersected by the Rideau Canal, which, entering from the Ottawa River between high bluffs—through what was originally known as the "Deep Cut"—runs in a southerly direction, dividing the City into two nearly equal portions, known respectively, since the earliest settlement, as Upper Town and Lower Town, the former being on the west side of the canal, and the latter on the east. These two distinguishing names denote more their relative position as to the course of the Ottawa river than their relative altitude, as a great portion of both sections is built upon very high, though by no means uneven, ground. The bold promontory immediately to the west of the canal entrance, known as Parliament Hill, on which the public buildings are situated, is the highest point on the south shore, and the surface declines gradually away towards all points, both east, west, and south. From this commanding eminence are to be seen some of the most beautiful landscape views which a country noted for the grandeur of its scenery can produce.

The two divisions above named are again divided into different localities—the former known as Upper Centre Town, Ashburnham Hill, and Chaudière Flats; the latter, as Lower Centre Town, Sandy Hill, and the "Letter O." The two hills which give names to their respective localities are both in marked contrast to the topography of the south shore, though very dissimilar in character. The former, which is in the south-west limits of the City proper, is simply a continuation of the promontory in that direction, and with but little depression, till it all at once takes a very sudden dip, and forms a high, steep, and rocky precipice, beyond which, to the north-west and south-west, lie the Chaudière Flats and Rochesterville—the latter a suburb of the City, though in the municipal limits of the Township of Nepean.

The name of Sandy Hill implies its character. It is situated in the eastern limits of the City, near the Rideau, and how it ever got there is one of those things which no one can understand, it is so entirely different in formation from anything elsewhere to be found in this part of the country. There are places on the shores of the seas and lakes where similar formations exist, from effects of wind and wave, from time immemorial, but none of the *matériel* exists hereabouts. It is a mammillated hill of bare and barren white sand, of such height that its glistening top is seen from the distance far above the house-tops of that part of the City which surrounds it.

## THE PUBLIC BUILDINGS AND PUBLIC WORKS

Deserve a far more elaborate description than it is possible to give them in a sketch of this nature. Of the Parliament Buildings alone, which nearly twenty years of toil and many millions of money have not yet completed, a volume might be written; while their standard is fully kept up to by many of the Municipal public works and institutions, comparatively with the uses for which they were severally designed.

## THE RIDEAU CANAL

Being the first great public work of the Ottawa Valley, and indeed almost the first in all Upper Canada, as well as an enterprise to the prosecution and completion of which Ottawa undoubtedly owes its existence, we will give it a first place.

The origin of the undertaking, together with the scenes accompanying its inception and progress, have already been detailed, and it but remains for us briefly to describe it as Colonel By and his engineers left it—a monument to the military genius of the "Iron Duke," a testimony to the skill and ability of the gallant officer who gave Ottawa its early name, and a legacy to the country it was designed to protect from foreign invasion, and save from foreign conquest.

Commenced on the 21st September, 1826, it took nearly six years to carry it to completion, which was not accomplished till August, 1832, although the first steamer (named the *Pumper*, afterwards the *Union*) passed through on the 29th of May of that year. With termini at the Ottawa on the one hand, and Lake Ontario (Kingston) on the other, it possesses an entire length of 126½ miles, which is likewise almost the exact distance between Ottawa and Montreal. The whole plan of the work consisted in utilizing two rapid and obstructed streams—the Rideau from Ottawa, and the Cataraqui from Kingston—into one continuous navigable channel. This object was accomplished by the construction of 47 locks, 24 dams, and 24 waste and regulating weirs. Of these locks, 33 ascend from Ottawa, and 14 descend towards Kingston, embracing a total lockage, at high water, of 446½ feet, of which, proceeding southward, there is a rise of 282½ feet, and 164 feet fall. The locks are constructed of solid cut-stone masonry, their dimensions, over all, being 134 feet, or 110 feet clear, by 33 feet in breadth. The depth of water on the sills is 5 feet, with a navigable depth throughout the canal of 4½ feet. The breadth of the canal is 80 feet at the surface, and 60 feet at the bottom, in earth, and 54 at the bottom, in rock.

Besides the locks, the work consists throughout its entire length of a series of dams to elevate the water. Out of 24 of these, 11 are of cut stone, and 13 of wood and clay; the stone dams being from 5 to 60 feet in height, and the others varying from 6 to 45 feet.

Nine of the 24 waste and regulating weirs are built of stone, and there is a total length of short canals, irrespective of locks, of 16½ miles, leaving, by the assistance of the dams, very nearly 110 miles of natural river navigation.

It would appear from papers filed among the public accounts that the original cost of the work was \$3,911,701.47; but from very old



documents lately unearthed at the Canal Office it would seem to be considerably more than the above-named amount. This document gives the cost as follows:—Cost of land £44,807 12s. 6½d.; expenditures upon the various stations, £625,545 6s. 5d.; cost of gates, £23,141 6s. 10½d.; pay of establishment, £110,279 19s. 8d., making a total of £807,774 5s. 6d. sterling, or \$4,038,871.38.

Financially, the Canal is a failure, ever since the navigation of the St. Lawrence has been an accomplished fact. Indirectly, however, it is even now a very great benefit to the country at large from the fine advantages it bequeaths to the populous section through which it passes—very large augmentations to the population of which have been effected by the facilities for trade and cheap transport afforded by this valuable waterway; while the object for which it was originally constructed remains, as it ever has, to be accomplished by other than commercial influences—influences which we hope to see long averted.

In the early days of the Canal, however, the traffic over it was of such a character as to keep the locks busy night and day almost the entire season of navigation; and it is only within the past three years that a regular line of steamers was taken off the through route between Ottawa and Kingston. We are told by the authorities that even up to 1860 the business over the Canal was very large, but since that time it has been steadily and rapidly decreasing till it seems to have touched bottom in 1877, the receipts for tolls at the Ottawa station for the first four months of the season of 1878 exceeding the same period of last year by over \$100, which is of itself a trifling item, though it shows that trade is slowly commencing to revive. We should have mentioned that the Canal is divided into three sections—northern, middle, and southern, and that tolls are collected at the head-quarters of the respective sections, viz.:—Ottawa, Smith's Falls, and Kingston. Any authorized collector can, however, collect the rates over all or any number of sections, or even other of the Canadian Canals—issuing passes therefor. The Grenville and Carillon Canals form together the fourth section under the jurisdiction of the Rideau, though, of course, not belonging to the Rideau proper.

Only one steamer now runs regularly over this section of the Rideau. This is the *Olive*, which makes two round trips per week between Montreal and Newboro', a town in the Township of Crosby, and County of Leeds, about 75 miles south-west of Ottawa.

Tolls are levied according to the tonnage of the vessels passing, also in proportion to the actual amount of freight carried, and according to the kind of freight. That upon which charges are made is divided into five classes, with a varying scale of tariffs. There is also a free list, of which coal is the chief article. Most of the trade now consists of lumber carried to Albany and New York in American boats, which return with cargoes of coal to Montreal or Ottawa. Lumber is estimated at 600 feet per ton, and the charges through all the Canadian Canals, hence to St. John's, Que., where the Canadian system terminates, amount to 20 cents per 1,000 feet.

The head office of the Canal is located here, the officers being:—F. A. Wise, C.E., Superintendent; F. Abbott, Clerk; James Carroll, Foreman of Works; and Robert Cooper, Wharfinger. The local officers at this point are:—G. A. Carman, Collector of Tolls; Wm. G. Addison, Lock-master, and six lock hands. W. M. Richey is Collector at Smith's Falls, and J. Deane at Kingston Mills.

From the public accounts we find that the receipts for the fiscal year ending June 30th, 1877, were as follows:—

SECTION.	TOLLS.	HYDRAULIC RENTS.	OTHER RECEIPTS.	TOTAL.
Ottawa .....	1,902 00	1,377 25	287 85	3,555 75
Smith's Falls .....	634 59	.....	25 00	659 59
Kingston Mills .....	2,409 65	272 00	.....	2,681 65
Total .....	\$4,946 24	\$1,649 25	\$312 85	\$6,908 34

And the expenditures for the same period were: for collection, \$2,122.69, of which \$1,200 is for collectors' salaries, and \$922.69 for contingencies; maintenance, \$25,959, and repairs, \$14,198.18 (of which \$900 were spent on the Ottawa Canal Basin); total, \$42,280.43.

The number of lockages through the Ottawa locks (of which there are eight, with a rise of 83 feet) for the season of 1878 is as follows:—

May .....	36	steamers, 88	barges, and 34	ps. rafts.
June .....	48	"	87	"
July .....	47	"	93	"
August .....	53	"	96	"
September .....	48	"	76	"
October .....	43	"	62	"
November .....	15	"	26	"
Total .....	290	528	67	

The Canal closed for 1877 on the 3rd of December, which was more than a fortnight later than the average date, and opened for the season of 1878 on the first of May, which is about the usual time, closing again on the 20th day of November.

The depth of water, as tested on the first day of each month throughout the season of 1878, was as follows:—January, 10 ft. 9 in.; February, 8 ft. 3 in.; March, 7 ft. 3 in.; April, 7 ft. 11 in.; May, 13 ft. 1 in.; June, 13 ft. 8 in.; July, 10 ft. 10 in.; August, 8 ft. 2 in.; September, 7 ft. 2 in.; October, 9 ft. 8 in.; November, 15 ft. 2 in.; December, 14 ft. These figures are useful as indicating the comparative rain-fall throughout the various months of the year in the section of country drained by the Rideau River.

### THE PARLIAMENT BUILDINGS.

Which are beyond comparison the finest edifices in the Dominion, and—with the exceptions of the United States Capitol at Washington, and the New York State Capitol at Albany—the finest probably in America, are situated in a central portion of the City, occupying a magnificent and judiciously chosen site of nearly 30 acres, which comprises the most elevated plateau on the south shore, and is bounded northerly by the Ottawa, which sweeps around it in a circular direction from Bank Street to the Rideau Canal, which form the western and eastern bounds, while it extends on the south to Wellington Street, which at this point is one of the finest in the Dominion, adorned with magnificent and imposing stone edifices of great cost and beautiful design, in which are situated the Banks,

Insurance, Loan, Railway, Canal, and Law Offices. From the bluff, which rises over 150 feet almost perpendicularly above the Ottawa, and is covered with dense foliage from foot to summit, the series of locks on the Rideau and the various steamboat landings are almost immediately beneath one's feet; on the right the noble Ottawa stretches away toward the St. Lawrence as far as the eye can reach, and the panorama unfolding itself to the observer farther to the south presents an extent of miles of the most thickly inhabited portion of the City, a forest of house-tops, as it were, which the superior elevation of the beholder gives the appearance of standing row above row, thickly interspersed with the more prominent outlines of the numerous public institutions of various kinds which predominate throughout Lower Town; the sky in the background pierced by spires and minarets which tell of the religious character of the edifices from which they spring, the finest of which is the magnificent Roman Catholic Cathedral on Sussex Street, whose majestic proportions, crowned by twin spires, form a prominent feature in some corner or other of almost every landscape view of Ottawa.

To the left the view, though varying much, is still very similar. The Chaudière, its magnificent falls and roaring cascades, over whose rocky basin ceaselessly thunder vast volumes of rushing waters; the beautiful suspension bridge which spans the torrent, and the many splendid mills which line the edges on both sides; the Rapides des Chenes; Nepean Bay, with its romantic and picturesque islands of varying size and form; the changing scene of land and water, and the general beauty of the prospect, combine to form a scene at once inspiring and never-to-be-forgotten; while the flourishing City of Hull on the opposite bank of the river, behind and above which tower the Laurentian Mountains, adds an increasing interest to the whole, and forms, altogether, such a picture as can scarce anywhere else be equalled, and nowhere excelled; while the whole effect is heightened to a degree by the truly imposing appearance of the magnificent piles of masonry which crown the summit of Parliament Hill.

The Parliament Buildings are generally known as the Eastern, Western and Central Blocks. The latter contains the Legislative Chambers and Parliamentary offices and Library; the two former, the offices of the various Departments of the Government. The three blocks form as many sides of a square, which is open to Wellington Street, on the south. The grounds, which were naturally very rough, have been levelled and beautifully laid out in walks and drives, while beds of costly shrubs and flowers form a most pleasant and agreeable feature of a system which for the beauty and symmetry of all its parts can find no rival in any public park or grounds in Canada.

Another noteworthy adjunct to the grounds and surroundings, is the "Lovers' Walk," a delightful winding way, which threads the edge of the precipice surrounding the grounds, on the river side, at an approximate distance of half way between its summit and the water which runs below. Nature, which has done much for this delightful retreat, has been supplemented by art till the "Lovers' Walk" has become a spot for which no more appropriate name could be devised; while the pleasant shady nooks and sylvan retreats which it affords in the very midst of a large city, and almost literally under the Capitol, render it a most deserving place for such a suggestive name.

The massive walls of bluish-grey cut limestone, and intermingled vari-colored sandstones, which surround the square, are surmounted by handsome iron railings and adorned with Ohio freestone posts or columns, of huge size and appropriate design—many of which are elaborately carved—the whole of the most beautiful and costly description, and of a character in perfect harmony with the grounds and buildings, which we will now attempt to describe.

We have already referred to the events which led to the selection of Ottawa as the location for these buildings. The despatch from the British Colonial Secretary conveying Her Majesty's selection was dated December 31st, 1857, and was communicated to both branches of the Legislature on March 16th, 1858; and was in answer to their request, bearing date the 24th March of the previous year.

On the 17th May, 1859, the Department of Public Works issued notices inviting architects to prepare and submit designs for Parliament Buildings, and for the Public Departments, by the 1st August ensuing. The result was the receipt of 16 designs for the former, by 14 competitors; and 7 for the latter, by 6 competitors; and after having been examined by competent persons, the first premium for the former was awarded to Messrs. Fuller & Jones, and for the latter to Messrs. Stent & Laver; and the designs of these gentlemen, with some subsequent alterations, were soon after adopted, and plans and specifications prepared by the 15th October following.

On the 8th September, tenders were called for by the 1st November, which time was subsequently extended to the 15th, when 21 were received for the Parliament Buildings and 29 for the Departmental Buildings. That of Thomas McGreevy, for the former, was accepted, at the bulk sum of \$348,560, and the contract signed on the 7th December, 1859; Messrs. Jones, Haycock, & Clarke receiving about the same time the contract for the latter at the bulk sum of \$278,810. The former were to be finished by July 1st, 1862, and the latter by February 1st of the same year. Operations were commenced on the central block, 20th December, 1859, and the first masonry laid on the 26th April following. About the same time work commenced generally on both Departmental blocks, and on Sept. 1st the Prince of Wales laid the corner-stone of the pier immediately under the north-east angle-pillar of the Legislative Council Chamber.

Subsequently, very many unforeseen circumstances intervened which prevented the carrying out of the contracts, as originally entered into, and increased the total cost of the buildings many times over. It is not here necessary to follow these various and changing circumstances as they severally transpired. It will suffice to say that after the original grant of \$900,000 was all used, appropriation followed appropriation, and year after year was consumed in their erection, the Departmental Buildings not being completed till the fall of 1866, 4½ years after the time agreed upon. The public offices had been moved into the buildings, however, the previous year from Quebec; while the Legislative Chambers of the Central Block were so far completed in 1866 as to admit of the session being held therein, which opened on June 8th of that year.

In regard to a general description of the buildings; their site, number, designation, and relative position, and the general characteristics of their surroundings, have already been referred to. It is only necessary to add, in this connection, that the style of architecture in all the buildings is a modified 12th century Gothic; and the bold outline they present—their numerous towers, high-pitched, variegated

slate roofs, pierced by dormers and surmounted by ornamental wrought iron crestings and terminals, together with the quaintness of the carved figures, combine to produce an imposing and picturesque effect.

The principal material used in the construction of the buildings is a hard, cream-colored sandstone from the adjoining Township of Nepean. The dressings, stairs, gables, pinnacles, &c., are of Ohio freestone, while a pleasing variety is given to the whole by the relieving arches of red Potsdam sandstone over the window and door openings. The roofs are covered with slate of a dark color, with bands of brighter hue, obtained from the State of Vermont. The foundations and inner portions of the walls are of limestone quarried in the vicinity; the division walls and lining of the outside walls are of brick manufactured here; the marble was obtained from Annapolis and other localities in the Ottawa Valley, and all the timber used in the construction, except the oak, which was obtained in other parts of the Province, also came from the Valley of the Ottawa.

In regard to elevation, the Parliament Building is the highest, its basement floors being 160 feet above the summer water level of the Ottawa; the Eastern and Western Departmental Buildings being respectively 135½ and 142½ feet above the same level.

As originally designed, and as completed up to the time of the new extension to the Western Block, the superficial area covered by the buildings was as follows:—Parliament Building, 82,886 superficial feet, or about 1 9-10 acres; Eastern Block, 41,840 superficial feet, or 19-20 of an acre; and Western Block, 32,276 superficial feet, or 15-20 of an acre, aggregating 157,002 superficial, or 3.6 acres. The late extension of the Western Block has added 17,900 superficial feet to its area, making it the largest of the Departmental Buildings, and making the aggregate area of the three very nearly 175,000 superficial feet, or almost exactly four acres.

The Parliament Building proper stands facing Wellington Street, at a distance of 600 feet therefrom, and is approached from the main gates by broad circular drives, and a very wide and direct foot-walk, broken by a large and beautiful fountain *en route*, from which to the foundation level of the edifice it ascends by a magnificent flight of 24 broad stone steps, from either side of which frown Russian 64's taken among the spoils of captured Sebastopol.

The Southern or main façade presents a front of 472 lineal feet. It is three storeys in height—the basement being above the ground line—and 47 feet to the top of the main cornice. A certain degree of regularity produced by the belt-courses at the sills and springing lines of the doors and window openings of the different storeys which divide the front into five horizontal bands, is broken by the projection of seven towers with truncated roofs surmounted by ornamental wrought-iron work.

The centie tower has an altitude of 220 feet, and a superficial area of 30 feet square, exclusive of the angle-buttresses, which are of octagonal shape, terminating in open clustered columns, surmounted by pinnacles with carved finials. It is divided by belt-courses into five unequal vertical spaces, in the lowest of which are lofty archways (embracing the height of the basement and ground floors) on three of its sides—constructed of deeply-cut mouldings, enriched with carving and ranges of marble columns—projecting the tower's own width from the building, and opening into a ground portico, sufficient to admit the largest carriage, in front of the main entrance, with the Royal Arms elaborately carved over the doorway.

On either side of the central tower the main structure extends 100 feet, where it connects with the wings, which are each 121 feet long, and have a tower carried up at each of the four angles shown on the southern face. These towers stand 4 feet beyond the general line of the face—in range with the front of the angle-buttresses of the main tower—and are covered by high-pitched truncated roofs, in each side of which are three dormers surmounted by wrought-iron terminals, the flat portions of the roofs being finished with deep-blue cresting, with the prominent points gilt.

In the regular part of the facade there are 58 cusped openings for windows and doors, between the arches of which there are carved circular sunk ornaments, with rings of Potsdam stone; while in the first floor are 52 smaller window openings—generally in pairs. In the roof of the main portion are seven dormers and three chimneys on each side the central tower, and five dormers and two chimneys in the roof of each wing, between their angle-towers.

On either side the central tower, and near the angle formed by the junction of the main portion with the wings, are double flights of outside stone stairs, with moulded cut-stone railings and carved balusters, the Eastern leading to the private entrance for Senators, and the Western to that for members of the Commons; while in the centre of each wing is also a flight of outside stone stairs, with carved balustrade, leading to what are termed the clerks' entrances.

In the fourth, or largest space or storey of the central tower, are two deeply-weathered, moulded, enriched, and ornamentally perforated belfry windows on each side, which form a striking feature in the elevation of the tower, and add greatly to its general effect. Over these is a heavy moulded and enriched cornice, immediately above which the angle buttresses are capped by clustered columns and pinnacles. Between these, on all four sides, are pointed gables, in which are inserted circular openings, inscribed by pointed relieving arches—the gables, pinnacles, etc., being enriched with crockets.

These circular openings were designed for clock-faces, which design was carried out during the summer of 1878 by the erection of a magnificent clock therein, adding greatly to the appearance, not only of the central tower itself, but the whole structure; while its great altitude, and the distance and ease with which it can be observed from all directions, render it a most useful adjunct to the buildings, and, indeed, the whole city. This clock was manufactured by that celebrated maker, M. F. Dent, of London, England, and cost, when packed for shipment at his establishment, the sum of \$2,326.45. It is an 8-day turret clock, of the very best material and workmanship, and scientifically adjusted to the varying and extreme degrees of heat and cold, the natural adjuncts of high latitudes.

Resting upon the top of the fifth, or highest of the spaces into which the main tower is vertically divided, is an exceedingly handsome wrought-iron railing, from the top of which, at regular intervals, project elaborately-finished and highly ornamental wrought-iron ribs, representing the Imperial Crown; and, tending to a common centre, they meet at, and form a support to, the flagstaff which appropriately crowns the summit of the tower.

Having briefly described the exterior elevation of the main front, we proceed to the interior by the main entrance, beneath the central



tower, on passing through which we are ushered into a lofty vestibule, supported in the centre by a colonnade of sandstone pillars. The only wall-ornament in this spacious ante-chamber is a magnificent double life-size oil painting of the late popular Governor-General, Lord Dufferin, immediately opposite the main entrance. The floor is of Portland cement, and from it arises a row of 6 sandstone columns, with elaborately carved capitals, forming seven moulded arches, supporting the corridor wall above. That part of the vestibule beyond the row of pillars is three steps higher than the part first entered, and is approached by three flights of stone steps, between the alternate arches formed by the line of columns. Thence stone stairways to the right and left lead to the corridors through which are approached the lobbies, chambers, and Parliamentary offices of the Senate and House of Commons—the former being to the right, or in the Eastern portion of the building, and the latter to the left, or Western. Among these offices, the chief on either side is the Post-office, one for each House of Parliament, and each situated on the south of the central main extensions, east and west, and immediately opposite to the Halls of the Senate and House of Commons respectively.

The two portions of the buildings, East and West, are almost exactly similar throughout—the one containing waiting-rooms, committee-rooms, retiring-rooms, reading-rooms, smoking-rooms, etc., etc., together with the offices of the many and various officials, clerks, messengers, etc., etc., connected with the Senate; the other containing the same for the House of Commons; the basement or ground floor being occupied with vaults for the storage of Parliamentary Records, Members' refreshment rooms, the machinery and apparatus for heating and ventilating, storage rooms for stores, fuel, etc., messengers' rooms, and apartments for the large force of charmen and charwomen constantly required for a variety of purposes in and about the building.

In the rear central portion of the building is the Court Room of the Supreme Court of Canada, a very large, expensively finished, and elegantly furnished apartment, which was formerly used as the Parliamentary Library until the magnificent new Library was completed. Adjacent to this are the various necessary private apartments for Judges and officials connected with the Court.

The Chambers of the two Houses of Parliament—though the principal separate divisions of the entire building, as well as those in which are centred by far the greatest general interest—have been left to the last. Each of these chambers has an extent of 82x45 feet, the same dimensions as the British House of Peers. They are also alike in design, finish, and general appearance—the only difference being in the interior arrangement and relative positions of Speaker and Senators in the one, and Speaker and Members in the other. A short description of the appearance of the Chamber of the Commons—the popular branch of Parliament—will therefore answer for both.

As above stated, this Chamber is 82x45 feet—longest north and south. The main entrance (of which there are five) opens off the north and south corridor, running along its eastern side. Immediately opposite to this, in the extreme west of the Chamber, and facing the east, sits the Speaker. The open space between these two points is called the "floor of the House," and is 16 feet in width—on either side of which, and facing each other, are double rows of members' seats, raised tier above tier, and with aisles between each row.

The "Bar of the House" is a slightly raised circular stand, resembling a witness stand, near the main entrance of the Chamber, nearly surrounded, waist-high, with highly polished and ornamental metallic guards.

The Clerk of the House sits at a table on the "floor of the House," immediately in front of the Speaker—his duties being performed by two assistants.

Around the whole area of the Chamber massive walls are carried to the height of 16½ feet from the level of the main floor, where they are divided by marble pilasters into five bays each on the east and west sides, and into three each on the north and south. These pilasters terminate at the height of the railing along the front of the gallery; a projecting cornice of polished marble extends between them, on a level with the gallery floor, round the whole Chamber, and upon them rest clustered marble columns, with carved capitals, from which spring pointed arches, reaching nearly to the ceiling, which is horizontal—45 feet above the floor of the House—and the principal source of light to the interior, by means of its open roof of elaborately carved timber and beautifully stained glass; while mulioned windows also open from the gallery, which sets back behind the arches above-mentioned, and extends to a distance of 12½ feet immediately over the ground-floor corridors, around the whole Chamber.

The general plan of the galleries is that of successive rows of seats overlooking each other from rear to front, divided into a number of compartments, opposite the pilasters on which the arches rest, designed for as many different services, and approached by separate entrances. These various divisions are named respectively the Speaker's Gallery, the Senators' Gallery, the Reporters' Gallery, the Ladies' Gallery, and the Public Gallery—which names sufficiently exemplify their several special uses.

Generally speaking, the chief features of the interior are characteristic of the style of architecture in which the building is constructed—the many attractive features and peculiarities of which are artistically carried into the most minute details; while the student of the fine arts can enjoy the richest treat in the contemplation of the magnificent life-size oil paintings, from artists of the highest merit, of the principal Governors, Statesmen, Judges, and Politicians who have given laws, literature, and a history to Canada from its earliest period to the present day, which adorn the walls of the corridors surrounding both Legislative Chambers, and are at all times open to public inspection.

The heating, ventilation, water and gas supply, sewerage, and system of intercommunication by means of insulators and electric bells, each forms an interesting subject, and well worthy of further remark than we can possibly devote to it in the brief space at our command. Suffice to say that each of the above departments is supplied with the most approved methods known to modern science, which combine to make the Parliament Buildings one of the most complete public edifices, in all its details, which has ever yet been constructed; and these remarks apply equally to the Departmental Buildings, to which the various systems also extend, and which we will now briefly notice.

Of the DEPARTMENTAL BUILDINGS, the EASTERN BLOCK, from an architectural point of view, was possibly the most attractive, as it was

also the larger till the completion of the new wing to the Western, but recently effected. This difference is not caused by any difference in the style of architecture—which is precisely the same in each—but by a more frequent recurrence of towers, projections, indentations, and porticoes which break the main line of the Eastern, Western, and Southern façades. The lineal measurements of the two principal fronts of this block are 319 feet on the quadrangle, or Western elevation, and 260 feet on the Wellington Street, or Southern elevation. The main entrance is from Wellington St., under the main tower, at the South-west angle of the building, which is approached by a broad flight of stone steps, 24 feet broad. The "Governor-General's Entrance" is in the centre of the Western front, facing the square. It consists of a carriage-porch standing out 18 feet from the general line, which is built of cut freestone, having three arched openings on the West face, one of which is a doorway, and carriage archways on the North and South faces, opening into a groined arched carriage portico. Over the front arches is a pediment on which the Royal Arms are elaborately carved, and this is surmounted by an iron terminal. There are two other public entrances to the building, one near the centre of the Southern face, the other near the Northern end of the Western face.

The main tower, on the South-west corner, has a base 36 feet square. The lower section contains a very large recessed window, on either side of which the piers are carried up vertically from the level of the plinth to that of the string-course surrounding the building at the springing line of the ground floor openings, from which they are heavily weathered, and constructed of cut-stone work to the height of the string-course at the springing line of the first floor windows, and from this a double arch of 21 feet span is carried over the window recess. From this point the tower is carried up vertically to the height of 56 feet above the ground surface, where another weathered offset occurs, reducing its dimensions to 30 feet square. It is then carried, with perpendicular sides and moulded corners, a further distance of 50 feet, where a heavily projecting cornice, 10 feet thick, intervenes; and from this the truncated roof extends another 34 feet, and is lighted by two rows of dormers on each side. This roof, which is therefore 150 feet above the ground surface, is crowned by a wrought-iron terminal 56 feet in height, the top of which has consequently an altitude of 206 feet.

This block at present contains the Governor-General's offices, the Privy Council Chamber, and all the offices connected with the Departments of State, Finance, Receiver-General, Customs, Inland Revenue, Interior, and Justice.

THE WESTERN BLOCK has a Southern frontage parallel to Wellington Street, of 277 feet, and an Eastern frontage on the Square of 220 feet; the Western, including the new extension, having a frontage nearly double the Eastern. The main entrance is from Wellington Street, up a broad flight of stone steps to the level of the Square, thence across the main drive and up a flight of semi-circular stone stairs converging upon a broad platform, flanked by cut stone pillars, and partially covered by an enriched balcony projection supported by corbels. Near the centre of the East face, opposite the "Governor-General's Entrance" across the Square, and very similar to it, is a groined entrance porch, supported on pillars with an archway in front, in which are steps leading to the door. This portico has small arches for light in its North and South sides, and over the centre archway there is a pedimented gable in which the Royal Arms are carved. The line is broken by nine distinct areas along this front, as follows: 23 feet of the Southern end is occupied by a side elevation of the South-east angle-tower and projection on the Southern front. The remaining 197 feet are flanked by two porticoes of 24 feet each, projecting 6 feet beyond the general line. In the centre there is a 3 foot projection 47 feet long, and in the middle of this a distance of 25 feet projecting 3 feet further to the line of the angle-projections at either end; and from the centre of this last-named projects the arched entrance-portico above described.

Since the completion of the new wing of the Western Block, the Western face is by far the finest front. Its extension was made under the immediate direction of Hon. Alex. Mackenzie, Minister of Public Works, mainly for the accommodation of the rapidly increasing requirements of his Department, in consequence of the extra demands for clerical and professional public officers caused by the already enormous magnitude of the interests entrusted to it, which were of late years largely swelled by the responsibility of the management of the Intercolonial Railway, the enlargement of the whole Canadian Canal system, and the construction of the Canada Pacific Railway. This extension, with its magnificent central tower, the finest beyond comparison of all the many beautiful towers which form part of the public buildings, stands a monument to the political and departmental rule of a Statesman self-made in the truest sense of the word, whose honesty, industry, and superior ability raised him from the position of a common stone-mason to be master of the destinies of a great and powerful nation.

The superficial area of the new extension is 17,900 square feet, making the area of the entire Western block 50,176 feet, or a trifle over 1 3-20 acres. This furnishes 58 additional offices in the three upper storeys, besides 10 in the basement.

The architectural characteristics of the extension closely approach those of the original building, two of the five marked horizontal divisional lines of the general external elevations being identical throughout both; while the interior arrangements are even an improvement on those of the Departmental Buildings, as originally constructed, both in regard to the size and convenience of the offices and the method of ventilation and heating, the latter function being performed by the system known as "direct radiation."

The main tower of the extension, which has been the means of transferring the prestige of the Departmental Buildings from the Eastern to the Western Block, is situated in the centre of the entire finished Western front, having a ground area of 32 x 40 feet, exclusive of two octagonal angle-turrets, and projecting (also exclusive of the above turrets) 16 feet beyond the general face of the building.

The masonry of the tower is laid in six stages, the first being below the base-course, and having within it, on the Western side, the principal flight of entrance steps. The second stage contains the grand vestibule over the entrance to which is an elaborately carved pediment of the Canadian Arms. A door from the vestibule leads into one of the corner turrets, up which a circular iron stairway ascends to the Minister's office, in the third stage of the tower, which is 20 x 30 feet, exclusive of a large oriel window in front. In addition to the light furnished by this window, there are two smaller ones in the main body, one on each side and two in each of the angle-turrets. The oriel window is

corbelled out from the face of the wall by a succession of rich mouldings, and has columns with carved caps and granite shafts between the window openings, supporting richly mounted arches, the whole covered with an elaborate cornice and roof, surmounted by metal cresting. The fourth stage is also an office, opening into the central corridor. The fifth and sixth stages have small openings and features not specially noticeable except in connection with the general uniformity of architectural design. The sixth stage has six large double tracered windows, two on either flank, one in front and one in rear, the spandrels of which are filled with carving. Above is a heavily moulded and corbelled cornice, from which rises in front a gable crocketed and pinnacled, containing a rose window and with iron cresting and finials. The pinnacles crowning the octagonal angle towers are of beautiful design, and from foundation to summit these angle towers, enriched at every stage by ornate windows and elaborate carving, present a most pleasing outline which adds very much to the general effect not only of the main tower, but of the whole Western front. The main tower roof consists of three stages, the outer edge of each succeeding stage projecting beyond the top of that next below. They are all adorned by rows of dormers on every side, surmounted by wrought-iron cresting. The roof frame is all of iron, supplied by the Rochester (N.Y.) Bridge and Iron Works, all the rest of the work and materials, except roof-frames, being supplied by Canadian contractors. The lower stage of the tower roof is covered with slate, the other two stages with copper, and the whole is crowned by wrought-iron cresting and finials. The height from the level of the pavement to the extremity of the final surmounting the roof is 274 feet—to the peak of the roof itself, 252 feet. The ground level here is 20 feet lower than that of the Parliament Building; still the tower of the Departmental Building is *actually* 34 feet the highest, and *relatively* exceeds it by an altitude of 54 feet.

The Government Departments which have their offices in the Western Block are, Public Works, Post Office, Militia and Defence, Marine and Fisheries, and Agriculture. To this latter Department is attached the Patent Office, which has a room in the building containing specimens, on the plan of the American Patent Office, which is the finest in the world. The Canadian Patent Office now contains several thousand specimens of useful and interesting patented inventions, and the number is being steadily augmented.

We might here mention that all but the upper storeys of all the public buildings are absolutely fire-proof in themselves, notwithstanding which, the possibility of accident among such a vast mass of papers and books as fill almost every corner throughout the entire establishments, render precaution necessary, and the most approved fire extinguishing apparatus is at hand, at short intervals, throughout every corridor of all the buildings.

THE PARLIAMENTARY LIBRARY is a part of the Parliament Building, being situated in the rear of the centre of the Central Block, and connected with it by a covered archway of solid masonry. Whether judged from its architectural beauty, its unique design, its perfect interior and exterior finish; its superior comfort and general excellence of management and detail; its many thousands of handsomely bound and judiciously selected works on every conceivable subject; or the splendid facilities it offers freely and free to the student and *litterateur*, it stands unrivalled on the continent of America, and is probably one of the finest public libraries in the world.

Before describing the Library as an *edifice*, we will briefly refer to its history as an *institution*. From a report of Mr. Fothergill to the Legislature, dated February 10th, 1827, we learn that it was organized in 1815, but we have not the details given. The report states, among other things, that it had at that date "fallen into decay from want of a Librarian to take charge of the books." Consequently Robert (afterwards Judge) Sullivan was appointed Librarian at a salary of £50. Having acted as such till 1835, a period of eight years, he resigned to accept a seat in the Legislative Council, and Mr. Alpheus Todd, the present Librarian, succeeded him temporarily. A Legislative grant of \$500 this year (1835) is the first step we note toward the augmentation of the Library. At that time it contained but 601 volumes, though a manuscript catalogue, supposed to have been made out in 1830, showed that there were formerly 1,066 volumes, of which it appears nearly one-half had been irretrievably lost. A report made to the Legislature at that time states that the "collection is indeed singularly deficient in works relating to science and the mechanical arts, agriculture, roads, bridges, canals, banking, statistics, &c.; and it is worthy of remark that there is not in the Library a single volume relating to the political or historical state of the Canadas or the British North American Provinces, with the exception of the journals and statutes of the Provincial Legislature, and only one imperfect copy of the history of the United States by an obscure author." Subsequently the Librarian reported to the Legislature, at the session of 1836-37, that "in consequence of the neglecting to return many books borrowed by honorable members, the Library is in a very imperfect condition—many complete works lost, and others rendered imperfect." From all of which it follows that the Parliamentary Library in the days of the Rebellion was an institution of comparatively little usefulness. In 1836 Dr. Winder was appointed Librarian, and Mr. Todd assistant. In 1841, on the union of the Provinces, the libraries of the Upper and Lower Canada Legislatures were amalgamated. The Legislative Council retained a separate library of their own till 1849, at which time it was also amalgamated with the other, which now began to assume very respectable proportions; but on April 12th of that year it was almost totally destroyed by fire, when the Montreal "Rebellion Losses," rioters mobbed and burned the Parliament Buildings. What remained of it was removed to Quebec in 1851, and an agent sent to Europe to replenish it. He returned with a collection which, in certain lines, was said at that time to be unequalled; but on the 1st of February, 1854, fire again ravaged the Library, and it was only partially saved by the most heroic energy of certain of the military, assisted by a number of Roman Catholic Priests. In 1856 Dr. Winder retired upon a pension, and Mr. Todd succeeded to his position, which he has ever since retained. During the same year Parliament sent Mr. Todd to England with a grant of £9,621 9s. 6d. sterling, to purchase a library, which he did in the most satisfactory manner, and from this dates the origin, as it were, of the present Library, which has since continued to increase, till it has now become one of the finest in the world.

The building in which this store of literary wealth is deposited—the Library—has its connection with the rear of the Parliament Building by a comparatively low archway—one storey in height—which has the effect of detaching in a distinct manner the masses of the



two structures. It is in ground plan of circular shape in the centre, inscribed by a polygon lean-to of sixteen sides, and presenting on the horizontal plane of whatever elevation, at right angles to any two of its sixteen sides, a length of 126 feet. At each of the sixteen angles are buttresses, carried up solid to a point above the top of the lean-to, serving as bases for the flying buttresses which receive the thrust of the main vault, and crowned by pinnacles. The general exterior view presents the form of a cone; the roof is groined, with ribs of stone filled in by solid masonry, and supported by marble columns resting on corbels of the same material. The groin is 42 feet in height, and the springing line 40 feet over the floor. In the centre of the vaulted space is an opening of 30 feet in diameter, the main ribs being so arranged as to touch its circumference, and continue in a vertical plane between the springers. Above this opening is a groined lantern 42 feet high, the top of which is 124 feet over the level of the floor.

From the Parliament Building the Library is approached through the passage above referred to, at the end of which is a highly ornamental arched, moulded, and enriched doorway, with clustered columns and carved capitals. The interior of the Library at the floor is 90 feet in diameter. The thrust of the vaulted roof is thrown in the direction of the greatest resistance—every precaution having been taken to render the vaulting secure—while the design, as a whole, is bold, unique, and extremely effective.

The interior view of the Library is even more effective than the exterior. In the centre, upon a pedestal about six feet in height, and rising to an altitude of more than thrice that distance, is a magnificent white marble statue of the Queen, with her sceptre in her hand. Immediately surrounding this is a row of high and ornamental circular desks for the use of the Library clerks. Buttresses, extending inwards from the main wall, corresponding in position to those on the exterior, divide the outer ring of the interior area into sixteen "bays," which are continued to the altitude of three storeys, around which run arcade galleries with floors of glass, and surrounded by highly ornamental wrought-iron balusters. On the shelves, which line the main and "bay" walls of ground and gallery floors, are placed about 100,000 volumes, which, for variety of subject and general merit, are not equalled in America, and nowhere excelled.

The ground floor is liberally supplied with desks, tables, writing material, chairs, plans, catalogues, &c., for the use of all who choose to avail themselves of the enviable privilege which the existence of such a noble institution affords; while no less than ten English and French-speaking officials are constantly on hand to instruct and assist all who require their services; and, to say the truth, a more efficient, courteous, and obliging staff of gentlemen we never had the pleasure to meet. To put the whole thing in a nut-shell, the Parliamentary Library is an institution of which not only the citizens of Ottawa, but the whole Dominion, should and do feel proud; and no matter from what standpoint we may view it, we behold a grand and noble adjunct to a system of national prosperity and advancement which is the admiration, if not the envy, of the Christian world.

And now, before closing this sketch of the public buildings of the Dominion, which is far more brief than it ought to be, yet much more lengthy than we intended it should be, let us figure up, as nearly as may be, their cost. The following statement will show the amounts yearly expended upon them up to the date of Confederation:—

From 1st May, 1859, to 31st December, 1859.....	\$ 10,052 97
" 1st Jan., 1860, to 31st December, 1860.....	423,141 88
" 1st Jan., 1861, to 31st December, 1861.....	655,149 45
" 1st Jan., 1862, to 31st December, 1862.....	17,739 33
" 1st Jan., 1863, to 31st December, 1863.....	248,347 68
" 1st Jan., 1864, to 30th June, 1864.....	135,980 95
" 1st July, 1864, to 30th June, 1865.....	557,682 91
" 1st July, 1865, to 30th June, 1866.....	307,051 43
" 1st July, 1866, to 30th June, 1867.....	345,834 98

Total to above date.....\$2,723,981 28

We previously mentioned that the original appropriation in 1857 for the construction of the Buildings was \$900,000; that contracts were let for their completion at the sum of \$348,500, for the Parliament Building, and \$278,810 for the Departmental Buildings, or \$627,310 for the whole. Yet at the end of ten years from the original grant we see the whole exhausted, and further sums from time to time voted by the Legislature towards the completion of the work, amounting in all to \$1,988,344.30, making a total to that date of \$2,888,344.30, of which we see there was expended up to the time of Confederation, July 1st, 1867, the sum of \$2,723,981.28, leaving a balance at that time of \$164,363.02.

The work, however, was not nearly complete, and has been progressing ever since. During the next ten years, ending 30th June, 1877, the further sum of \$1,070,663.44 had been expended, making a total to that date of \$3,794,615.02. Of this amount, \$258,833.09 were expended during the last year of the twenty; while a further sum of \$170,120.01 was expended during the fiscal year ending June 30, 1878, making a total up to the last-mentioned date of \$3,964,735.03. During the whole season of 1878 there has been a small army of workmen engaged in building retainer walls, levelling and ornamenting the grounds, &c., besides which, most of the work has been done on the West Block extension. All this will swell the total cost up to the end of the season of 1878 to very nearly four and a quarter millions of dollars, or nearly five times the original appropriation.

There are no divisions in the public accounts, as published, of the separate expenditures upon each of the various parts. We only know that the Library was approximately estimated to cost \$185,000, and it is the general belief that more than double that amount has been expended upon it. However, no one complains of any sum of money being ill-spent upon the Library, which, for its general usefulness, is beyond computation in money; and for its completeness and high standard of merit, as well as for the splendor of its interior decorations, is unequalled.

And, taking the Buildings as a whole, although the actual amount expended is so far out of all proportion to the original estimates, there are satisfactory explanations for it all—too voluminous to be here entered in to. Generally speaking, the above remark concerning the Library is true of the Buildings throughout, and any one who is so fortunate as to have the opportunity of inspecting them will, we think, endorse the opinion of the Chief Engineer of the Department of Public Works, in his report to Parliament at the first session subsequent to

Confederation (and they are even more true, if the term be allowable, now than then), wherein he says:—"Taking into consideration the many difficulties which have attended the construction, it is satisfactory to be able to state that the work has been performed in a most substantial manner, and at rates which cannot be deemed excessive. The interior arrangements are admirably adapted to the requirements of the service, the various apartments are suitably fitted up, and all the latest and best modern improvements have been introduced. The exterior effect is greatly enhanced by the natural beauty and prominence of the site, which renders them conspicuous from every part of the surrounding country, so that in approaching the City in any direction, their irregular mass and numerous towers present a constantly changing and picturesque appearance. Upon closer inspection, their vast extent, ornate character, and architectural merits become apparent; and in brief they may fairly be classed amongst the best specimens of pointed Gothic style on this continent."

We might add that, with the exception of the United States Capitol at Washington, and the New York State Capitol at Albany, they are also probably the most costly. The former cost about \$13,000,000, mostly during a time when material and labor were comparatively cheap. The latter, originally estimated to cost \$4,000,000, had on the 1st January, 1878, swallowed up \$8,276,615.36, and it was estimated that it would require an additional \$5,000,000 to complete them. They were designed by the same architect who conceived and drew the plans for the Parliament Buildings at Ottawa. The greatest public edifice in the world is now being erected in the City of Philadelphia. They are designed for the "Public Buildings of the City and County of Philadelphia," and have already been in progress for over five years. The estimated cost of these is \$22,000,000, and it will require at least ten more years to complete them.

In connection with our own Public Buildings, we omitted to mention the Government work-shops—a very fine block of buildings at the extreme west end of the grounds, just under the brow of Parliament Hill proper, facing Bank Street to the west, and extending from the great gates at the south-west entrance of Parliament Square to the entrance to the "Lovers' Walk" at the edge of the river precipice. These buildings are constructed principally of Nepean sandstone, with Ohio freestone trimmings—of the pointed Gothic style of architecture—two storeys and attic—roofed with slate and surmounted by wrought-iron crests. They are most complete in all their details—such as steam engines, dryers, planers, &c., &c., and within them is transacted all the blacksmithing, carpenter work, &c., always necessary in connection with the alterations and repairs which various parts of the Public Buildings are constantly undergoing.

The last addition to the system of Public Buildings has recently been made. It is a green or forcing-house for the more tender varieties of flowers and plants with which the various parts of the grounds are ornamented. In architectural design it corresponds with the general style of all the buildings, and, like the others, it is most complete in its every detail.

We have thus far omitted to mention that the utmost care has been observed to guard these magnificent buildings against accident by fire. In fact, the ground and first floors of the three main blocks are almost absolutely fire-proof, the corridors and sub-basements being all of concrete, and the stairways of stone with iron balustrades. Notwithstanding this, the towers are supplied with enormous tanks, kept constantly filled with water, which is supplied to every part of the buildings, and the most ample appliances for fire protection are always at hand in the shape of hose distributed throughout each corridor.

To put the safety beyond a peradventure, however, a DOMINION POLICE FORCE was established at the time of the first Fenian Raid, which was reorganized in 1869, under the direct control of Gilbert McMicken, at that time Police Commissioner and Stipendiary Magistrate of Ontario—who subsequently accepted the latter appointment in connection with the new Province of Manitoba. It then consisted of a superintendent (Thomas Garlick), two sergeants (James Allen and J. McCallin), and eight privates—Bell, Caldwell, Hayes, Jackson, Kane, Laughran, Montgomery, and Veale. It now consists of fifteen men on the main force, and two others whose duties are exclusively to watch and regulate the "ducts," a system of underground communication, consisting of over four miles of arched passages of solid masonry, having a number of strongly guarded outlets at different points between the "Lovers' Walk" and the brow of the precipice. The Police quarters are in the basement of the Eastern Block, and the main force comprises Chief, E. J. O'Neill; Sergeants, John Jackson and John Connors; and twelve privates. One of the latter is continually on duty at

RIDEAU HALL, which, being the official residence of the Governor-General, should come next in order to the Parliament Buildings, although it is situated in the corporation of the village of New Edinburgh, and about two miles from Parliament Hill. It was built as a private residence by the Hon. Thomas McKay, a man early identified with the chief interests of Bytown, who became possessed of a large estate comprising over 1,000 acres of land in the angle formed by the junction of the Rideau River with the Ottawa. A more extended reference to this very prominent man will be found under the head of New Edinburgh.

As above stated, his former residence, with about 77 acres of land attached, was leased by the Government, on the 2nd August, 1865, for a term of twelve years, from his heirs, at a yearly rental of \$4,000 per annum, with the right of purchase any time within three years for \$70,000, or subsequently, within the twelve, for such sum as might be determined by arbitration.

The original building was of cut limestone, of 47 x 73 feet dimensions, and two storeys high. Immediately after the leasing of the property this building was enlarged and additional ones erected, as per designs of Mr. Rubidge, the then architect of the Public Works Department.

On the 1st September, 1867, an additional lot lying adjacent to the "Rideau Hall Domain," facing the Ottawa River, and containing nearly ten acres, was also leased by the Government at an annual rental of \$720, with similar privileges to those contained in the former lease.

On the 1st July, 1867, the date of Confederation, the improvements and additions to the grounds and buildings had cost the Government the sum of \$80,819.66, and "Rideau Hall" was then a building with a front 210 feet in extent, by a depth of 56, with a rear wing, 72½ x 74 feet. It was two storeys high, beside basement, and was ornamented with a verandah 134 feet in length; while at a convenient distance therefrom a brick cottage, 55 x 45 feet, had been erected for the private

secretary of the Governor-General. Various other improvements had been added, including conservatory, vinery, laundry, winter carriage-house, coach-house, ice-house, stables, &c., while the grounds had been fenced, roads repaired, gravelled, &c., &c.

In the spring of 1868 the Government decided upon the purchase of the property, and on the 28th July of that year the deed of sale was executed, conveying land amounting to within a fraction of 88 acres, the consideration being \$82,000; making the entire capital cost up to that date (besides rents) \$162,819.66.

The expenditures to the present time are as follows:—

DATE.	ADDITIONS.	REPAIRS.
Up to July 1st, 1867 (total).....	\$162,819 66	.....
Year ending 30th June, 1868.....	51,029 10	.....
" " " " 1869.....	93,178 85	\$ 1,464 78
" " " " 1870.....	11,757 79	4,950 67
" " " " 1871.....	.....	4,280 80
" " " " 1872.....	772 83	6,237 50
" " " " 1873.....	.....	62,753 33
" " " " 1874.....	.....	55,824 69
" " " " 1875.....	.....	45,027 23
" " " " 1876.....	.....	42,031 92
" " " " 1877.....	.....	35,991 28
" " " " 1878.....	.....	36,951 46

Total to July 1st, 1878.....\$319,558 23 \$295,513 66

There are also other public buildings in the City of Ottawa, upon which the Government have spent large sums of money which will confer great benefits upon the citizens at large. Such a one is the magnificent City Post Office building, recently finished, which also contains the offices of the Custom House and the Inland Revenue Departments for the Districts, having head-quarters here; which, with the Suspension Bridge which spans the Ottawa, over the Chaudière Falls, is the only other property in the City under control of the National Government.

THE POST OFFICE building was designed by W. Chesterton, architect of Ottawa, who superintended its erection from June, 1872, when it was commenced, till its completion in the summer of 1876. It is situated at the apex of the angle formed by the Sappers' and Dufferin Bridges, its front elevation overlooking both, and its sides rest on Wellington and Sparks Streets. It is built of a beautiful light sandstone—the style being a mixture of the Romanesque and Italian *renaissance*—the lines broken by handsome balconies, supported by columns with carved capitals of rich and attractive design. It is three storeys in height, with turreted roof, and surmounted by a handsome cupola of unique form, and lofty altitude. The cost of the building, with the ground on which it is erected, was, according to the records of the Public Works Department, \$235,000. Provision was made for a public clock, by leaving a circular opening beneath the cupola. When in position, this will be a great additional public benefit, on account of the commanding position of the building—as well as a great improvement to the appearance of the building itself.

### THE SUSPENSION BRIDGE

Is one of the most interesting and attractive objects about Ottawa. As a public work, this bridge, or rather its predecessor at this point, out-ranks the Rideau Canal in point of time. The very first move which Col. By made on his arrival, in 1826, was to consult with Lord Dalhousie and Col. Danford as to the method to be adopted for the passage of the stream, as all outward communication must then be had from the other shore. After due inspection, these three officers (Dalhousie being then Governor-General) decided to immediately build a bridge at the site of the present Suspension Bridge before commencing operations on the canal. The first arch—nearest to Hull—being built of dry hammered stone, collapsed as soon as the centres were removed; but the second—which was built by Philemon Wright—had better success. Here, however, the real difficulty commenced. After several unsuccessful attempts to establish communication with the south side, it was at last effected by means of a rope fired from a cannon. High trestles being built on each side, other and larger ropes were extended therefrom; smaller ones suspended from these supported stringers; and these again were covered with plank for a foot-walk, to expedite the operations of the workmen.

Thus the first bridge over Chaudière Falls—as well as the present one—was of the suspension order, and so far as we have been able to learn it was the first of the kind in Canada. Permanent suspension bridges, which have since assumed such a rapid development, had not then begun to be seriously thought of by modern engineers—although it is a well-known fact that the system was not only in existence, but had attained to a very considerable degree of perfection at an extremely early period of Chinese history.

It is more than singular that a number of the greatest achievements of modern science have been discovered to be inventions of thousands of years back, and to have been in common use for many centuries by the inhabitants of the Celestial Empire. It is the concurrent testimony of all historical and geographical Chinese writers, that Sang Leang, the commander of the army of Kaou-Tsoo, the first of the Han dynasty, undertook and completed the construction of roads through the mountainous Province of Shensi, in some localities of which he erected iron bridges, resting on pillars or abutments—and in some particular cases he accomplished the project of suspending bridges from one mountain to another, over deep chasms. One of these still exists in Shensi, stretching 400 feet from mountain to mountain, across a chasm more than 500 feet deep, over which four horsemen can ride abreast. Besides this, the great Niagara Suspension Bridge, which was the "eighth wonder" at the time of its construction, pales into insignificance.

Work proceeded apace on the Chaudière Bridge. A wooden truss of 212 feet span was erected during the season by the aid of jacks and hoists placed on scows, anchored in the stream; but when nearly completed it was overturned by a violent gale.

Another was immediately commenced, and carried to completion during the summer of 1827. This lasted till 1836, when it also fell, and the only communication between the North and South shores was by ferriage, for a number of years.

Finally, immediately on the Union of the Provinces in 1841, steps were taken to renew the inter-Provincial communication, and in the summer of 1842 the present splendid structure was commenced by



Alexander Christie, son of Dr. Christie, previously referred to as one of the first residents of old Bytown. The design was by the celebrated engineer, Samuel Keefer. It occupied over two years in construction, the masonry being given by contract to Alexander Christie, and the superstructure to Messrs. D. Wilkinson & Son. Sheds were built of sufficient length to cover the long and heavy wires which were designed to support the superstructure, and they were manufactured on the spot from the best quality of English imported wire—each strand of which was tested to a strain of 700 lbs. before being used. By means of temporary piers, over which the wires were drawn, at a distance equal to that between the permanent piers, when they should be placed in their final position, and of braces or stays at regular points between the piers, to which weights were applied in proportion as the main wire thickened by the addition of each succeeding small wire to its composition—and finally, by means of machinery for winding the small wires into position, and at the same time holding them to the proper “strain”—an equal amount of tension was obtained for every strand of which the main wires were composed; and as each was finished it was suspended from the prepared resting places in the usual way, to make room for the construction of the next.

Originally, there were seven bridges in the system constituting the Union Bridge, designated respectively in the Public Works documents, wherever referred to, as the 1st, 2nd, 3rd, and 4th, of which the 3rd was the Suspension Bridge; the 4th the stone bridge, between its North pier and the City of Hull; and the 1st and 2nd, Queen Truss Structures over the slides. There were also three timber bridges of stringers on bents, known as the side-bridge to Victoria Island, the side-bridges to Albert Island, and Pooley's Bridge. The latter was so named by Col. By after an officer of the Engineers, under whose charge it was constructed.

The dimensions of those bridges (as they were, after being more or less altered and renewed, up to the time of Confederation) was: 1st, 95 feet long by 18 broad; 2nd, 384 by 25; 3rd (Suspension), 256 by 23 feet 6 inches; and the 4th, 1,144 feet 3 inches long. The two former were completed in 1843, and the two latter in 1844. Separate statements of the cost of each do not appear, but the total original cost of the four was \$66,448.78. The Victoria Island Bridge, 33 feet in length, was not completed till 1853; and the Albert Island Bridge, 66 feet, and Pooley's Bridge, 143 feet (alterations, &c.), in 1857. They cost respectively, \$3,285.50, \$434.72, and \$817.00. Up to Confederation a further sum of \$5,266.70 was expended in 1861 in replacing the original beams of the Suspension Bridge, which were of wood, with modern iron ones, on which the stringers now rest.

Since Confederation, all the above but the Suspension Bridge (including the Hull arched approach) have been turned over to the local authorities, and these over the slides now called the Chaudière Bridges were replaced by the City Government, in 1875-6, by splendid iron structures on piers of solid masonry. The superstructures were manufactured and erected by the Canton Ohio Bridge Co., and their total cost was \$45,000. Pooley's Bridge, now a solid stone way, has been renewed of late at a cost of \$18,000.

There is no further property in the City under the control of the Dominion Government; though of the bridges within the corporation limits, in addition to those already named, they originally built and owned the Sappers' Bridge, the New Edinburgh Bridge, and the bridge over the Rideau, at Cummings' Island, on the “King's Road.” The former was built by Col. By's Sappers, whose memory is recalled by the name it bears. It stood as originally built till 1873-4, when it was enlarged and improved at the same time Dufferin Bridge was built. This latter is one of the finest bridges of its length in the Dominion. It consists of three iron arches resting on dressed limestone abutments, with cut-stone ornamental pillars. It is guarded by a very handsome iron railing, is of the full width of Rideau Street, and cost—with the contemporary additions to the Sappers' Bridge—\$90,000. This latter was the avenue of communication between the two parts of the City up to 1869. During that year the Maria Street Bridge was built at a cost of \$2,000. It is a wooden structure, resting on stone piers; is very substantial and quite ornamental, as well as extremely useful. A new bridge was built over the Rideau, on Ottawa Street, a few years ago, at a cost of \$3,000.

While on the subject of bridges, it would be improper to omit reference to the streets, these two branches of the engineer's department being always intimately connected. It is unnecessary to give a very extensive description, but will suffice to say that the City is well laid out—for the most part on the rectangular plan—that the streets are generally clean and well graded, and vary in width from 66 to 99 feet. Although there were but 22½ miles of streets in the entire City in 1861, there were on January 1st, 1878, just that number of miles of improved streets on the east side of the Canal alone; the total length of streets in that quarter being 30½, of which 7½ are either paved or macadamized. On the west side there was a total of 29½ miles, of which about 24 miles are improved, and 6½ paved or macadamized.

Having been drawn by the close relationship of a particular branch of the Dominion Public Works to those of the Municipal Corporation, it might be as well here to refer in detail, yet briefly, to the latter, which, as we have previously intimated, are in some respects only inferior to those of the National Government; while in every point they are of a character which adds very materially to the beauties and development of the City, and reflect the highest credit alike upon the forethought and enterprise of its citizens and its public servants, particularly in the Engineers' Department, who were intrusted with the planning and execution of the several works. And of these, the one of the greatest importance, as well as the greatest magnitude, is the

#### WATER-WORKS,

Which is the result of many years of careful deliberation, combined with discarded schemes and abandoned experiments, the nature of things being such in Ottawa, that to include the two chief points in such cases always sought after—the cheapest method of construction compatible with the most complete efficiency—formed a study which gave wide ground for difference among the most expert engineers.

As to water-works generally, we might observe *en passant* that from the earliest historic times the water supply of great cities has been among the most deeply affecting problems of their political and internal economy. Some of these great works of the ancient centres of masses of population still in part remain to bear tribute to the superior ability of the engineers of an earlier day. Among the finest of these are the

aqueducts of the Romans, whose pride in and admiration of their great public works amounted to a mania. The original expense and grandeur of some of these works are beyond our present computation or realization. In waterways particularly they introduced, in combination with great magnificence, a permanency and durability seemingly designed to be eternal; and their efforts, in some cases at least, have bidden time a practical defiance.

Coming down to more modern times, we find that a vast proportion of expense and labor in accomplishing equal results has been saved by the inventions and application of science, and that the style and system of water-works now in use are, on the whole, widely different, though from the nature of things, in some cases and in some respects yet similar. Without going into the many points of difference, we might merely state that the chief consists in the ancient system being one of natural gravitation throughout, the consequent exposure of the works to the weather being matter of less serious consequence than it would be in cities since grown to great importance in more northern latitudes and more inclement climes; whereas the modern is for the most part an underground system, where the natural results of gravitation are overcome by mechanical appliances. The application of the modern system admits of as many degrees of variety as the number of water-works themselves, and it was this very fact—advantageous as it certainly is—which left Ottawa so long undecided as to which was best to adopt, and well-nigh subjected it to destruction by the devouring element on several occasions ere the proper preventive for such contingencies was finally introduced.

There are many of the most magnificent water-works ever known scattered throughout the large cities of the United States, and Canada, compared with the size of her cities, and the requirements of the population, is by no means behindhand. But the value and use of such works was known to Americans even before the discovery of the American continent by Europeans—how long before we have no means of determining. The Montezumas were builders of aqueducts which in many respects rivalled those of the Romans.

Coming down to our own time, we find the most celebrated water supply systems of the present age are those of the two great representative cities of the Eastern and Western United States—New York and Chicago. The former is more after the Roman system, the water being brought from the celebrated Croton Lake, many miles in the interior, by means of the most magnificent aqueducts in America, and distributed from immense reservoirs at high altitudes in the upper part of the city. The latter consists chiefly of an immense tunnel of massive and solid masonry carried more than three miles under Lake Michigan. To accomplish the completion of this gigantic work occupied many years of time and many millions of money, and it was, without exception, looked upon at the time as the “eighth wonder” of the world.

Though the Ottawa Water-works can compare with neither of the above in extent or grandeur, they are still a most important and complete adjunct to the public works of the Capital. On reference to the causes which resulted in their construction, we find the first official action was taken by a resolution introduced into the City Council, June 13th, 1859, requesting Thos. C. Keefer, C.E., “to afford this Council information on the subject at the bar of said Council.” Following the information thus furnished, a Committee of the Council to whom the matter was entrusted soon reported a recommendation to apply to the Dominion authorities for a reservoir site on Parliament Hill, and privilege to erect water power at the Chaudière to supply it; and in April, 1860, a select Committee was appointed to procure estimates, the result of the survey inaugurated by them in July of the same year being reported to the Council in May following, as below:—

Cost of Drainage.....	\$485,555 55
“ “ Water-works, proper.....	380,652 00
“ “ Macadamizing.....	657,293 93
	\$1,523,501 48
Contingencies and Superintendence (10 per cent.).....	152,350 01

\$1,675,851 49

So much discussion and altercation were provoked by the Engineer's report accompanying the estimate, that the whole thing fell through for the time. Being revived in March, 1864, by the appointment of citizens' committees to collect fresh information, &c., it was found the Corporation were now determined to hold aloof from the enterprise, though promising all possible support to any company who would undertake it. At the 1866-67 session of Parliament an “Act of Incorporation” was applied for, but objectionable conditions in the charter obliged the City government to oppose it, and it failed. The next discussion of the subject was inaugurated by the report of the City Engineer, in 1868, recommending a steam-pumping engine at the Bay, to fill fire tanks and give a low pressure intermittent service for household purposes every other day, at a cost of \$100,000. The usual Committee was appointed again “to obtain information,” and in February, 1869, a special Committee recommended the engagement of T. C. Keefer, C.E., limiting the outlay to \$300,000. After much discussion and negotiation with the Government for water privileges at the Chaudière, which were finally refused, the above scheme was abandoned. Another awakening was given it in October, 1870, by the great fires which in August of that year ravaged the Ottawa Valley, but on account of want of unanimity, and of jealousy between the different sections of the City, it was again abandoned. The whole of the year 1871 was spent in discussing various schemes, which were each rejected in turn from a variety of causes, when the terrible fire at Chicago occurred, and developed into resolute action the sentiment which the fires of the previous year had only partially aroused; and thus, early in 1872, after a ventilation and agitation of 12 years' duration, a comprehensive scheme was at last decided upon, which, but for the disastrous occurrences above referred to, would most likely have been delayed much longer, if ever executed at all. It is, perhaps, well that action in the matter was so far delayed, for had the works been undertaken in earlier years, it is more than likely that the present magnificent system which now graces the City would not have existed on so complete and efficient a plan, or one so desirable for the future needs of a growing metropolis.

We have devoted more space than we intended to the history of the Water-works from their inception. With regard to them as they at present exist, it is only necessary to say that they are the most complete of the kind that can be devised. The power is supplied by water brought from the river above Chaudière Falls, through a channel quarried out of the solid rock, across Chaudière Flats. The “wheel-house,” wherein is the machinery of the system, is at the corner of Duke

and Wellington Streets, and is a highly ornate structure of cut limestone. All its surroundings, as well as the bridges crossing the Water-works channel at the various streets crossed by it, are solid arches of dressed limestone, and of pleasing design and commodious width. The machinery itself is of the most approved construction and admirable workmanship, and operates in a literally perfect manner, and is capable of supplying 10,000,000 gals. of water every 24 hours. The cost of the whole system was \$1,014,000, divided as follows:—

Water-power, including wheel-house and foundations, aqueduct and all structures connected therewith.....	\$215,000
Pumping Machinery.....	60,000
Distribution, including culverts.....	420,000
Fire Alarm.....	7,000
Engineering.....	40,000
	\$742,000
Financial, land, and general charges.....	172,000
Subsequent grant for extras, &c.....	100,000
	\$1,014,000

Mr. William Kennedy is Superintendent of Works, and Messrs. Higgins and Brown are the Engineers in charge.

The Water-works are managed by a Board of Commissioners consisting of five members—one being elected annually from each Ward by popular vote. Those for 1878 are Messrs. Cunningham (Chairman), Cowan, Coffey, Hope, and Pinard.

THE FIRE DEPARTMENT, being really a part of the above system, should be mentioned in the same connection. As at present constituted, it is a mixed paid and volunteer force. There are two steam fire engines, one Hook-and-Ladder Company and four Hose Companies, with a full complement of paid men, and having supplemental volunteer Companies attached to them, numbering nearly 100 men.

Without the slightest interest in the matter, we can fairly state that the Ottawa Fire Department is one of the very best in all Canada; and in Central Canada there is none other even disputing supremacy with it. The fire stations belonging to the City cost \$5,000.

There are 45 stations of the Fire Alarm Telegraph, from each of which an electric wire sounds a bell at the wheel-house, where the maximum pressure is instantly applied, under which streams can be thrown over the highest buildings in the City.

The principal officers of the Department are Chief Engineer Young and Assistant-Engineer Favreau.

THE SEWERAGE of any city is also, if not the chief, at least a very necessary adjunct to a complete system of water-works, as well as a most indispensable requisite to the general health and public convenience. The great expense attendant upon excavation for sewers (being principally through solid rock) has materially interfered to cause delay in the development and perfection of the sewerage system here, as it was also a chief cause of the great retardment of the completion of the Water-works. The chief sewer commences in Upper Town, is of the egg-shape pattern, 3 feet 9 inches by 3 feet, built of brick, and runs in an easterly direction through earthen rock alternately for 1,110 yards, at which point its dimensions are increased to 4 feet 3 inches by 3 feet 4 inches, and it runs thus for 582 yards, mostly through earth, where it passes underneath the Rideau Canal, at which point it is again enlarged to 6 feet 6 inches by 4 feet 4 inches, and built with stone sides and brick arches, mostly through earth, for a distance of 422 yards, where its construction is again changed to brick entire, though its dimensions remain the same for a further distance of 1,146 yards. Here the construction again changes to stone throughout, same size and shape being retained, and after continuing 843 yards further, making a total distance of 4,103 yards, it discharges into the Ottawa, just above Rideau Falls. The average depth is within a fraction of 20 feet, the grade varying from 15 to 1½ in 100 except at the discharge, where it increases to 30 in 100. It was commenced in 1874, and took three years to complete.

The only other sewer of any account is one in the Chaudière Flats section, 870 yards in length, also of the egg-shape pattern, varying in size from 3 feet by 2 feet 2 inches at its head, to 4 feet by 2 feet 8 inches at its mouth. The excavation is almost entirely through solid rock, and the discharge is in the tail-race of the Water-works.

The above two sewers, with a few others of comparative insignificance, cost up to Jan. 1st, 1878, the sum of \$395,000, since which time the work of drainage into the sewers has been progressing slowly on account of the depleted state of the treasury caused by numerous previous undertakings, coupled with the extreme prevailing commercial depression.

THE GAS SUPPLY, though not in any way under the control of the City Public Works, is still so intimately connected with the water and sewerage system of any city as to deserve reference in the same connection. The Ottawa Gas Company was incorporated in 1854, with a capital of \$200,000, and although it has extended its system throughout the principal streets, with a branch to New Edinburgh, the consumption of the article is not nearly so large as is generally the case in towns of similar size and pretensions, nor so considerable as might be expected. This is accounted for by the high price of coal, and the enormous cost of laying pipe in the rock, over which a large portion of the city is built—these two circumstances combining to prevent the introduction of gas for general lighting purposes.

THE POLICE FORCE of the City is claimed, by those best qualified to speak on such matters, as being most ably organized and efficiently conducted. Of one thing we are certain, that they possess the general confidence of the community of whose safety and well-being they are the special guardians. The present establishment consists of 25 men, comprising Chief Thos. Langrel; Detectives Wm. McVeity and John Banning; Sergeants R. L. Hornidge and Dennis O'Keefe; and 20 Patrolmen. The Police Station is the basement of the old Baptist Church on Queen Street, which is comfortably fitted up with all the requisite appliances, including offices, cells, &c., &c., while the Police Court is held in the main part of the building.

THE CITY PUBLIC BUILDINGS include (in addition to the Fire and Police Stations, and besides the Schools, which will be referred to elsewhere) the City Hall; the Markets, 5 in number, and the Registry Office.

THE CITY HALL, only lately completed, is one of the finest buildings of the kind in the Dominion. It is of the modern style of architecture, with a leaning to the French, and constructed of massive dressed limestone blocks, with cut-stone trimmings. It is centrally and conveniently located on Elgin Street, the square being faced on its four sides by the Russell House, the Union House, the new Congregational Church, and the Canal. At its north-west corner is a tower rising 175 feet above the pavement, in which are the batteries, instruments, and machinery of the



**Fire Alarm Telegraph.** From whichever direction viewed, it presents a grand and imposing appearance, while its internal arrangements are most commodious and complete in all the details. It contains the offices of the Mayor, City Chamberlain, Clerk, Treasurer, Assessment Commissioner, Engineer, License Inspector, Chief of Fire Brigade, Secretary Public School Board, Separate School Board, Water-works Collector and Secretary, and the finest public Council Hall which we have seen in this country, with gallery, committee rooms, &c., &c., complete. The whole building is heated with steam and hot water, lighted with gas, and ventilated according to the most approved theories; while each office is luxuriously finished, and furnished and supplied with all desirable modern appliances, such as fire-proof vaults, &c., &c. The entire cost was a trifle over \$90,000, and on the whole it is a credit as well as an ornament to the Capital.

THE MARKETS include the old By Ward Market, the new By Ward Market, the Wellington Ward Market, and two subsidiary Markets on Anglesea and Cathcart Squares—all built within the past seven years. They cost respectively \$24,500, \$31,000, and \$31,000 for the three first named, while the aggregate cost of the two latter was \$5,000, or a total for markets of \$91,500. Without the slightest exaggeration, we can testify that no City in Canada is better supplied in this respect, whether we look at the design and finish of the buildings themselves, the fine displays of marketable produce of all kinds which therein change hands, or the general convenience and public benefit both to the citizens and the inhabitants of the adjacent rural districts.

THE REGISTRY OFFICE, on Nicholas Street, is built after the general Government plan, but in a very much superior manner to the average, and fully equal to the best we have seen. It cost a trifle over \$12,000, and like all the public buildings and public enterprises in the City, is really a credit to the place. Alex. Burritt is the present Registrar, and Kingsforth Grabum Deputy Registrar.

THE COUNTY BUILDINGS are situated in the City of Ottawa, and include a Court House, Jail, and Registry Office. They are situated on a block of land at the corner of Nicholas and Daly Streets, presented by the late Nicholas Sparks.

THE COURT HOUSE occupies the central position, and faces both the above streets, though the main facade is opposite Daly Street.—As it is one of the finest buildings of the description in the Province, we think a brief sketch of it would not be out of place. It will be remembered that although authority was given in 1837-38 by the Act I. Vic., Cap. 25, to set off Dalhousie as a separate District, this was not done till 1842, for the reason that the conditions of the following clause were five years in being realized, viz: "So soon as it shall appear that a good and sufficient jail has been erected therein," &c. A loan was made in the first place which proved insufficient, and on the 18th Sept., 1841, a Bill which afterwards became law was introduced in the Legislature to the effect that "the Justices of the Peace residing in such parts of the Districts of Johnstown, Bathurst, and Ottawa as are intended to be included in the new District of Dalhousie, at a meeting convened for the purpose," might impose a tax of not more than one penny in the pound on all property in said parts of Districts for the purposes of completing the erection of the said Jail and Court House, which were accordingly soon afterwards completed, and remained in use till destroyed by fire in 1869, when the present splendid buildings were commenced. The following inscription, engraved upon a memorial stone, inlaid in the wall of the main hall, gives information as to its building, &c.:

"The corner stone of this building was laid on the 23rd day of Sept., A.D., 1870,

"WITH MASONIC HONORS,

"By the MOST WORSHIPFUL, the GRAND MASTER of the Grand Lodge of Canada,

"ALEXANDER ALLAN STEVENSON,

"Attended by the GRAND LODGE OFFICERS, &c., the building being

"erected by the Corporation of the County of Carleton, composed of

"IRA MORGAN, Osgoode, WARDEN,

"JOHN DOW, Osgoode, JOHN DAWSON, Nepean.

"THOS. GRAHAM, Nepean, ROBERT CUMMINGS, Gloucester.

"HENRY COWAN, Gloucester, HYRAM SYKES, Goulburn.

"JOHN SMITH, Torbolton, JOSEPH HINTON, Richmond.

"JOHN CALDWELL, Huntley, JOHN MANION, Huntley.

"JAMES WALLACE, N. Gower, WM. KIDD, Marlboro'.

"ROBERT BLACKBURN, New Edinburgh, ROBT. GREEN, March.

"NEIL STEWART, Goulbourn, ALLAN FRASER, Fitzroy.

"CHARLES MOHR, Fitzroy.

"Building Committee:

"IRA MORGAN, Chairman, ROBERT CUMMINGS, JOHN SMITH, R. Y.

"GREEN, and JOHN DAWSON.

"ZACHARIAH WILSON, County Treasurer; WM. COWAN, County

"Clerk; J. B. LEWIS, County Solicitor.

"ROBERT SURTEES, Architect; JOHN W. WEBSTER, Builder; WM.

"McFARLANE, Clerk of Works."

The principal facade presents a main block and two wings, the latter two and the former three storeys in height, exclusive of basement. It is built in the most solid and substantial manner—of massive solid blocks of dressed limestone, with cut-stone trimmings—the whole being of beautiful design and most pleasing outline. The main entrance is approached from the street by a double flight of broad stone steps, converging towards a broad stone platform opening into a spacious and handsome portico, over the entrance of which the Royal Arms are carved. The summit over the main entrance of the portico is crowned by a figure representing the Goddess of Justice, holding the traditional scales in her hand. All parts of the building are in appropriate unison the one with the other, and the exterior view is very imposing. The interior contains, besides the Court room and the necessary judges', juries', and barristers' rooms, the County Council chamber and Committee rooms, the offices of the Sheriff, the County Clerk, County Treasurer, County Crown Attorney and Clerk of the Peace, Master-in-Chancery, Clerk of the County Court, Clerk of the Surrogate Court, and Deputy Clerk of the Crown and Pleas, Clerk of the 1st Division Court, County Public School Inspector, and the County Court Judges' chambers. It is heated throughout with steam, and lighted with gas, and the offices are each supplied with the most modern improvements, including fire-proof vaults and costly office furniture. The building, without furniture, cost over \$60,000, and is one of the finest in the Province for the purpose for which it was built.

THE JAIL, situated immediately beside the Court House, with its main front on Nicholas Street, is in every respect its equal, considering the uses of the two. It is built much in the same fashion, is exteriorly a very handsome structure, while so far as its interior arrangements

are concerned it is an acknowledged model of its class. In cost it approached the same figure as the Court House.

THE REGISTRY OFFICE, situated beside the Court House, and facing Daly Street, is quite similar in size, construction, and appearance to that of the City of Ottawa already described, and cost about a like sum. W. H. Waller is Registrar, and C. W. Pole, Deputy Registrar.

The whole of the County buildings are surrounded by a massive cut-stone wall, ornamented with solid stone pillars, and surmounted by handsome wrought-iron cresting. All in all, they are an ornament to the City, and reflect no small honor upon the public-spiritedness of those through whose liberality they were erected.

Now-a-days no city of any pretensions can afford to be without a street railway. In this matter Ottawa is no exception to the general march of improvement which has marked the past quarter century, and more particularly the last decade. THE OTTAWA CITY PASSENGER RAILROAD COMPANY is the latter lengthy title under which this very useful public improvement flourishes. It was chartered by special Act of Parliament August, 1866, and the first meeting of stockholders held Sept. 11th of that year, at which Joseph Aumont, J. M. Currier, Wm. McNaughton, Wm. G. Perley, Edward McGillivray, G. B. Lyon, Fellowes, and Robert Blackburn were elected directors. The subscribed stock is \$40,840, in \$20 shares, all paid up. It was not commenced until some time after the above meeting, and was not so far completed as to commence running cars over the line till 21st July, 1870. Its present chief officers are R. Blackburn, President, and Wm. Graham, Secretary. It is chiefly owned by Thomas C. Keefer, C.E., of New Edinburgh. It is very far indeed from being a first-class passenger railway, although it has always been a profitable one as a pecuniary investment, and the convenience it affords to pedestrians is simply beyond compensation or computation. The line extends from beyond the Rideau Bridge in New Edinburgh, to the Chaudière Falls, a distance of just three miles, the offices, stables, &c., being in the former village. The number of hands employed averages 13, and the number of horses, 37. The company run cars from each end of the line every twelve minutes in summer, and every fifteen minutes in winter. They own 8 cars, 5 sleighs, and 5 omnibuses.

Next in importance and general interest to the public works of the Capital, and in some respects even exceeding them, are the various

#### EDUCATIONAL INSTITUTIONS.

And it may safely be said that no City in America of equal size can compare with Ottawa in the character of its magnificent school accommodation, whether for number and convenience, variety and wide range of subjects, or general and special efficiency and excellence.

The many phases through which the system has passed since John Burroughs first essayed to direct the young idea, during spare hours intervening between his calls of duty in the Ordnance Department, need not be enlarged upon. The parents of families here, as elsewhere throughout the country, had difficulties of immense magnitude, common to all new settlements, to overcome ere even a semblance to any organized system appeared as the fruit of their anxious labors and a relief to their deep parental solicitude. These impediments, which one by one have disappeared, as well as the means employed to eliminate them, were of so like a character to those experienced in other parts of the country and County, as to make the general remarks with reference to the development of the system here also applicable; and to relieve us of what would under the circumstances be a repetition by coming down to the system as we now find it, and briefly describing it as it is.

And first of all, both in interest and importance, as being the arch which shapes the material on which rests the foundation of the arch of our whole social and national fabric, come the

PUBLIC SCHOOLS. Here our future citizens and coming rulers receive the rudiments and much of the real wealth of an education which is to have a great influence on their after lives, both socially and politically. From the earliest days, just in proportion as national greatness has been the attribute of any people, have been their desires cherished and designs accomplished of securing to the youth of their country the advantages of intellectual training, and the arts and sciences have been among the most ardently sought-for accomplishments, even with those whose national superiority was conquered and retained by physical prowess, and where physical attainments were looked upon as of paramount importance, from the highest to the most humble citizen.

The first approach to what might be termed a Public School in Bytown, was what was originally called the Old Model School, and is now known as the Duke Street School—a full description of which may be seen under the general head of the Development of Educational Institutions. It was erected under the incentive held out by § VII. of the 1st Victoria, chap. 25, 1837-38, U. C., which Act provided for the laying off of the Dalhousie District. The said section provided for the establishment of a district school, and the payment "to Her Majesty, Her heirs and successors," of the annual sum of £100, "which shall be appropriated, applied, and disposed of in paying the teacher of the District Public School, which may be hereafter erected in the said new district." Section VIII. of the same Act provides "that the said school shall be opened and kept in the town of Bytown, in the said district, at such place as the Trustees of the said District School, or a majority of them, may appoint."

The first teacher who made teaching his profession and confined himself to that occupation was James Maloney, an Irishman of good education and address, who came to Canada in 1825, and settled on the St. Lawrence, where he taught some two years, moving to Bytown in the early part of 1827, and opening a private school in a log house, with scooped-log roof, which he erected for the purpose, near Workman's hardware store on Rideau Street. Many of our leading men of to-day were among the students who daily assembled at "James Maloney's English, Mercantile, and Mathematical Academy"—as it was designated by a huge sign stretching from one end of the log building to the other, and extending from the eave to a point so low as to cause the boys to "duck" their heads on entering the only door of the "Academy." Mr. Maloney is still a hale old man, and engaged in a profession which, in his case, we might call life-long—having taught continuously in Upper Canada since 1825, a period of nearly 54 years, and in Ireland for three years previous to his departure for America.

Even in the early days of old Bytown there seems to have been a system in vogue of examining and granting certificates or permits to teachers; and Mr. Maloney used to go for many years to Richmond, which was then the chief town of the district, to pass his annual examination. Why these examinations were required does not quite appear, as the schools for years afterwards (till the establishment of the old "Model School") were all private schools; though after some years the Town assumed the responsibility of seeing that a certain number of schools were kept in operation—the plan usually being to bargain with particular teachers to instruct a stated number of scholars at a certain bonus paid by the Town, allowing the teachers to charge what they choose in addition. These bonuses were generally small, and confined to a distribution of the grant which was received from the Legislature, then comparatively insignificant.

Even these small grants were at one time shut off from the teachers of Bytown in consequence of the Corporation having trespassed on the Parliament Square, claiming it under their charter; whereupon the Attorney-General ordered their charter annulled. After a couple of years—during which Bytown teachers literally worked for nothing and boarded themselves—the Town receded from its position and their charter was restored; but the grants withheld during the difficulty were still retained. Mr. Alex. Workman, then a member of the Municipal Council, subsequently brought in a resolution—which he managed to carry through—granting the above teachers all their "back pay" from the public funds of the Town. This was during the "medieval" period, as it were, of the School System, the education of the children having depended solely on private enterprise till about 1844, or the time of the operation of the Harrison and Hincks School Acts of '41 and '43.

But there was never anything in the management of the Bytown Schools which could be fairly denominated a "system," and it was not till 1855, the first year of the existence of the place as the City of Ottawa, that a Superintendent of Public Schools was appointed. The first who held that office was Mr. Workman, above-mentioned; the first Chairman of the Board, Charles Sparrow; and the other members of the first Board (1855) were Lyman Perkins, Roderick Ross, James Burke, and Patrick Reiley. Mr. Workman held the above position five years; except for a short period during which Mr. Stewart, the former M.P. for Bytown, was in the office. He died, however, very soon after his appointment, while in Toronto on a Committee to the Governor, respecting a change in the seat of Government. Mr. Workman resigned in 1860 to fill the office of Mayor, to which he had been elected. He was succeeded by Wm. Cousens, now Secretary of the Protestant Hospital, who discharged the duties of the office for ten years—being in turn succeeded in 1870 by the late Rev. Mr. Borthwick. During his incumbency the change came into effect whereby Inspectors were appointed—which latter office he held some years. The present Inspector, J. C. Glashan, has occupied the position and most efficiently performed its duties for some years; and under his care the Public Schools have assumed even a more prosperous condition than heretofore. Mr. Glashan was formerly Public School Inspector for West Middlesex, and is one of the two Public School Inspectors (Mr. Tilley, of East Durham, being the other) who were originally appointed by the Department of Education on the Central Committee of Examiners. The chief officers of the Ottawa Board—besides Mr. Glashan—are Hiram Robinson, Chairman; T. W. Thompson, Treasurer; Wm. Rea, Secretary; F. Davis, Truant Officer. This latter office is no sinecure; and the provisions respecting it are probably as consistently enforced here as in any place in the Province. From his Report (1878) founded on careful personal enumeration, we find that the number of children of school age in the city is 7,142, of whom 5,693 are between 5 and 16 years of age, and 1,449 between 17 and 20 inclusive. Of these, 1,928 were attending the Public Schools; 1,664 the R. C. Separate Schools; 118 the Collegiate Institute; and 824 Private Schools—leaving 245 who were not in attendance at all. These only include the children of residents, and by no means represent the total number attending the above-mentioned Schools, for which purpose very many come from other localities, as well as for attendance upon the numerous Colleges and Convents, Normal and Sectarian Schools.

From last year's financial statement we gather that there were \$10,000.14 in hand at beginning of year; that \$41,492 were collected during the year (of which \$33,766.80 was by taxation, \$1,633.00 by Legislative grant, \$392.56 from N.R. pupils, and \$5,700.00 from debentures); that \$41,584.54 were expended during the year (of which \$22,333.05 was for Officers' and Teachers' salaries); and that \$10,107.96 remained in hand at the close of the year.

When Mr. Cousens became Superintendent in 1860 there were 17 Schools, taught by single teachers, and for the most part in small, inconvenient, and miserably unhealthy apartments; and in fact it was not till 1867 that the School Board possessed a school building of their own. The general impetus given to all public improvements at the Capital the year of Confederation did not stop short of the Schools; and before Mr. Cousens' retirement in 1870 he saw the two Central Schools and the Ottawa Ward Primary completed. These improvements have kept pace with time and the requirements of the citizens; and we now have the following splendid Public School buildings owned by the City:—

Location.	Cost of Land.	Cost of Building.
Victoria Ward (Primary), Wellington St. . .	\$5,050 00	\$10,000 00
Wellington Ward (Central West), Slater St. .	6,780 00	24,000 00
" " (Primary), Maria St. . . . .	5,460 00	4,500 00
St. George's " (Primary), Ottawa St. . . . .	2,400 00	10,000 00
By Ward (Central East), George St. . . . .	2,100 00	10,000 00
" " (Primary), Anglesea Square. . . . .	600 00	3,500 00
Ottawa do., (Primary), Carleton St. . . . .	600 00	2,000 00

Or a total of very nearly \$90,000.00 of expenditure on the erection of Public Schools within ten years—about \$23,000.00 of which was for eligible sites.

It has been usual for a number of years past to have "Children's Entertainments" at the beginning of the Christmas Holidays. They are always immensely popular—and from their real merits deservedly so. This year (1878) they were attended by H. E. the new Governor-General and H. R. H. the Princess Louise—the former presenting the prizes to the successful competitors.

The general deduction to be arrived at from the Inspector's latest published Report is that the Schools are all in a most prosperous and flourishing condition; the improvement being steady, and noticeable both in results gained by the pupils, and in the official standing of the Teachers themselves—of whom there were employed during the year, 32 permanently, of whom 1 is Music Master, and 1 temporarily—11



holding first-class; 16 second-class; and the remainder (5) third-class certificates. There are 11 male, and 21 female Teachers. The Inspector receives a salary of \$1,200; two male Teachers get \$1,000; the lowest paid male Teacher receives \$450; the highest salary paid a female Teacher is \$575, and the lowest, \$300.

**SEPARATE SCHOOLS.**—On the 1st February, 1856, a "new departure" in the School system of Ottawa was proclaimed by the setting off of the Roman Catholic Separate Schools. The late Wm. Ring was the first Sec.-Treas., and John Brown the first collector of the first R. C. S. S. Board of the city. The financial statement for the first year of its existence shows that the receipts were \$2,685.47 (of which \$2,385.17 was raised by taxation, and \$300.30 received from Legislative grant); and the expenditure, were \$2,429.16 (of which \$2,057.33 had been paid to Teachers); and that on the 1st February, 1857, there was cash in hand, \$256.31, to meet liabilities of \$641.78, of which latter amount the sum of \$577.78 was still due on Teachers' salaries.

The R. C. S. S. of Ottawa have always been free with the exception of the year 1858, when a monthly rate of 25 cts. was levied upon each pupil.

The status of the Schools was somewhat altered by the Act 26th Vic., Cap. 5, 1863—but the provisions as to Separate Schools under that Act were in no manner affected by the Public School Act of 1874—and therefore still in full force. They may be very briefly summarized as follows:—Separate School Boards of any Municipality are constituted bodies corporate, with power to impose, levy, and collect School rates, the same as Public School Boards—with the right, if they so choose, to require the municipal officers to observe the provisions of the law with respect to such collection. They may demand and obtain from the Clerk of the Municipality a copy of the Assessment Roll, so far as it relates to Separate School supporters—to become which it is necessary for said S. S. supporters in order to be exempt from Public School taxes, to notify said Clerk between the last Wednesday in January and the 1st day of March. Thereupon, and on the S. S. Trustees transmitting to the said Clerk, on or before the 1st day of June following, a correct list of such S. S. supporters, they become exempt from all Public School taxes. There are also certain rules for the inspection of the S. S. by Public School Inspectors, but only under the special direction of the Department of Education, and in no sense within the control of Public School Boards. With the exception, above noted, the S. S. system is the same in every respect as that of the Public School system.

In Ottawa, these Schools have not progressed with that steady and healthy development which has been a part of the history of the Public Schools; nevertheless, considering all the circumstances of the case, their advancement has been of a very encouraging nature, and their present state is one of most satisfactory efficiency.

In November, 1864, the Lay Teachers in the Ottawa S. S. were removed, and their places supplied from the Religious Orders of the Christian Brothers and Sisters of the Grey Nuns. This arrangement has since continued in force. The only Lay Teachers now employed are M. Couture, who teaches at the Chaudière; and M. Louis Tassé, in St. George's Ward School. The latter gentleman has filled the position of Secretary to the Board since 1859. The other officers are J. W. Peahy, Chairman; W. Finlay, Treasurer; and Robert O'Reilly, Superintendent.

The number of teachers employed last year was 35 (including the two above), of whom 15 were Sisters of the Grey Nuns, and 18 Christian Brothers. The number of children of residents attending the Schools was 1,664. On the whole, the R. C. S. Schools of Ottawa are in a thriving condition, and one from which great results may fairly be anticipated.

**THE COLLEGIATE INSTITUTE.** This institution occupies a prominent site on Jacques Cartier Square, and from all parts of the City and surrounding country its finely proportioned outlines stand out in bold relief. It is a stone structure, with cut-stone facings, built in the modern style and surmounted by a lofty tower. It was but recently completed, at a cost of about \$60,000.00; and as an architectural ornament, in every part, and as an Institute of learning, in every department, it is a credit to any City—not excepting the Capital, which stands in such a pre-eminently advanced position in regard to its scholastic institutions. The Ottawa Collegiate Institute is the development of the old Bytown District Grammar School—established at the same time and by the same authority which established the Dalhousie District—afterwards the Ottawa High School, from which it now differs (as do all other so-called Institutes from High Schools) simply in the number of students therein instructed in certain of the higher branches of Classics and Mathematics.

The Principals of the Institute have been, in succession, Rev. Thos. Wardrop (who held his appointment from Sir Chas. Metcalfe, then Governor-General), from its inception to 1845; Rev. John Robb, thence to 1850; Wm. Aird Ross (present Senior Judge of Carleton County), for 6 years; then Rev. Mr. Millar, 2 years, till 1858; followed by Rev. M. Borthwick, M.A.; 4 years; when, in 1862, the present Principal, John Thorburn, M.A., succeeded to the position, and has since ably performed its many and arduous duties.

Mr. Thorburn is a graduate of the University of Edinburgh, where he was prizeman in classics. He was subsequently for some years first Assistant Master in Musselburgh Grammar School, and afterwards, for a time, Classical Master at the Western Institution, Edinburgh. He then came to America, and was for a number of years Head Master of the Yarmouth Academy, Nova Scotia; whence he removed to Richmond, C.B., and was chosen to the position of Principal and Professor of Classics in St. Francis College, which position he filled till his appointment to the Head Mastership of the Ottawa Grammar School, as above. He is an active member of a number of the chief literary and scientific associations of the Province, in several of which he has from time to time held the highest official positions; and was chosen by the Dominion Government President of the Central Board of Examiners at Headquarters for the Military College at Kingston, on its first organization.

**THE NORMAL SCHOOL** is in point of age the youngest of the Educational Institutions of Ottawa. For years before its erection it was the settled conviction of all interested in educational matters that a second Normal School should be built—the capacities of the Toronto School being insufficient to meet the growing requirements of the Province; and it was simply the difficulty of deciding where it should be located that delayed its completion so long. Quite naturally, many places wanted it; and the usual influences were busily at work for years in furthering the claims of the various Towns and Cities aspiring to the honor which at length fell to the Capital; and the selection, which was at first extremely distasteful to the unsuccessful competitors, has since been generally admitted to be the wisest possible.

The Toronto Normal School having been so many years in operation, and its object and system being so well and widely known, it is superfluous to refer to those of the Ottawa School, which are precisely similar in every respect. The building itself is a magnificent stone structure of beautiful design. It occupies a whole block in close proximity to Jacques Cartier Square, and is ornamented with well-kept and spacious grounds. It was completed during the latter part of 1875, in time for the reception of students for the regular term of 1875-6; and the official Reports of the Minister of Education show that during its first session there were applications for admission by 84 candidates, all of whom were admitted. Of these, 37 were males and 47 females. Twenty-six of the former and 24 of the latter had previously been engaged in teaching. Only 3 obtained Second Class Provincial certificates at the end of the term. By far the greatest number of students (42) were from Carleton County; though there were some there from the extreme Western Counties, including Brant, Norfolk, Wellington, Oxford, Perth, Huron, Bruce, Middlesex, and Lambton.

John McCabe, M.A., is Principal and English Master, and Wm. R. Riddell, B.A., B.Sc., F.R.S.E., is the Mathematical Master. Mr. McCabe is a graduate of the Normal School, Dublin, and holds his Degree of M.A. from the University of Ottawa. He was English Master in Truro (N.S.) Normal School for many years previous to his appointment to his present position. Mr. Riddell is a Canadian—born near Cobourg, Ont., son of Walter Riddell, Esq., for many years Reeve of the Township of Hamilton, and a graduate of Victoria University.

**THE OTTAWA UNIVERSITY.** This splendid College owes its foundation to the enlightened zeal of the Rt. Rev. J. E. Guigues, D.D., first R. C. Bishop of Bytown and Ottawa. Organized in 1848, under the Superiorship of Rev. Father Chevalier, with 65 students, it was incorporated by special Act of Parliament in 1849 as the "College of Bytown," being subsequently known as "St. Joseph's College," and receiving its present Charter as the "College of Ottawa" in 1866—University powers being conferred by the Federal Parliament without a dissentient voice.

The College has always been under the direction of the Congregation of the Oblate Fathers of Mary Immaculate; to which the Bishop himself belonged; and of whom 15 members, aided by 18 scholastic Brothers of the Order, a secular Priest, and 8 Lady Professors, are at present engaged in the work, which, begun on a comparatively small scale, has increased till the number of students exceeds 300.

The building itself is a magnificent stone structure, comprising main body and two wings—4-stories, with basement, and dormered mansard roof surmounted by ornamental iron palings—the centre block being crowned by a handsome dome.

It is under the Presidency of Rev. J. H. Tabaret, O.M.I., who is also lecturer on Political Economy. The whole building is a pattern of comfort and convenience; the rooms are all spacious, well heated, lighted, and ventilated, and the arrangements for physical and sanitary comforts are unexcelled. Although, for want of means, there are yet no Faculties of Medicine or Law, yet the commercial, engineering, and classical courses possess a curriculum which will bear favorable comparison with those of any Colleges in the country.

#### FEMALE COLLEGES AND SEMINARIES.

In all civilized countries within the present generation, and more particularly within the past decade, immense strides have been made and grand results accomplished toward placing women on a par with men in regard to educational advantages; and at last the great and absorbing question of a higher standard of education for young ladies seems to have been satisfactorily solved. As in the case of many so-called radical departures from the hum-drum and old-fogy ideas of our grandfathers' day—that our sisters and wives should know nothing but to cook, wash, sew, and attend solely to the physical comforts of the "superior sex"—the United States took the lead; and their Female Colleges and Seminaries were at first the contempt of the "lords of creation" across the sea—particularly the English and Germans, who still seem to think that women should be slaves: soon, by their success, becoming the wonder of even those who first held them in scorn; and finally, by the magnificent results which they achieved, challenging the admiration of the whole world, and inviting the emulation of the most liberal nations. And in following their noble example, Canada, second to no other, has performed a part which is already telling with most beneficial effect on the young mothers of the nation, and exercising an influence for good upon the young women of the County (whom we all love and admire) which will be felt by succeeding generations of men. And while on the subject of higher education for females, it is but simple truth to say that Ottawa fully sustains the reputation she should deserve—as the Capital of the County, and as a seat of exceptionally fine scholastic institutions of a general character—by a most ample array of as fine schools—from the lowest to the highest—for the intellectual training and literary accomplishment of young ladies as can be elsewhere found in the Dominion. Want of space prevents as full a description as they deserve; but we will allude to a few of the chief: and beginning in order of age, we come to the

**CONVENT AND MOTHER HOUSE OF THE GREY NUNS**, which was founded in 1849. The institution is located on Sussex and Water Streets, and under charge of Mother Mary, of Notre Dame du Sacre Cœur, Superioress-General. There are also an Assistant-General, Economé-General, 219 Professed Sisters, and a number of novices and postulantes, besides over 1,600 day pupils. This Community directs 26 different establishments, comprising Educational and Charitable Institutions, 21 of which are in the Diocese of Ottawa, 3 in the Diocese of Albany, and 2 in the Diocese of Buffalo; and is one of the most powerful Associations of the kind in the country.

**CONVENT DE NOTRE DAME DU SACRE CŒUR**, on Rideau and Besserer Sts., is an offspring of the above—the boards of the Literary Institute in connection with the MOTHER HOUSE having been removed hence in 1869. They then numbered but 35, while the pupils at present in attendance number over 300. The building is a large and handsome stone structure, with all the modern improvements as to heating, lighting, ventilation, and the general health and comfort of the pupils. Sister Thérèse de Jésus is Superioress, assisted by a staff of 31 Teachers.

**CONGREGATION DE NOTRE DAME**, a branch of the "Villa Maria" Young Ladies' Seminary, of Montreal, is a stately stone edifice on Gloucester Street, Centre Town. In appropriate conception, architectural design, mechanical execution, sanitary arrangement, and general completeness, this Convent is not surpassed by any of the many which keenly contest the palm in a most praiseworthy and honourable under-

king. Sister Gabriel is Superioress, with a large staff of accomplished assistants, and 154 lady students.

The general course of study in all the above is very similar, including English, French, mathematics, music, drawing, painting, all descriptions of fancy work, and—what Dr. Johnson always claimed was a better quality in one's wife than being able to translate Virgil or Horace—how to cook a hungry man a good dinner. Thus the science of domestic economy is in no wise neglected—the young ladies receiving a thoroughly practical education as well as a culture which enables them to take a position in the best society.

The above Seminaries are, as we see, under the direction of most devoted adherents of the Roman Catholic Church; yet we are assured by those who know whereof they speak that they are exclusively "educational" institutions, and non-sectarian in the truest sense of the word; and we are aware that very many of the most pronounced Protestants of the highest intelligence and best social standing send their daughters to these Convents, whose rolls contain the names of many young ladies of the best families throughout the whole country, and even from many of the United States, irrespective of religious creed. There are two other Roman Catholic female academies in the City, but they are not conducted on so extensive a scale as the above three, the students being day pupils chiefly, and the course of study somewhat less advanced. They are the

**ST. MARY'S ACADEMY**, Wellington Street, of which Sister Mary Augustine is Directress, with an attendance of 100 pupils, and

**STE. FAMILLE HOUSE**, Chaudière, with Sister Ste. Arsène as Directress, assisted by two teachers, and with an attendance of 120 pupils.

There is one strictly denominational young ladies' school in Ottawa, viz., the

**CHURCH OF ENGLAND LADIES' SCHOOL**, which was established through the efforts of a number of leading clergymen and laymen of the above Church in September, 1869, and incorporated by special Act of Parliament in 1871. The location of the school is on Wellington Street, and it is under the direction of Miss Clegg, as Lady Principal, the succession to which position has been, inversely, Miss Mann, Miss Fuller, and Miss Machin, who was the first to take charge. The present staff of teachers is both numerous and efficient, the specialties being English, French, music, drawing, and painting. The Council is composed of a number of the best and most influential citizens, including Judge Lyon, Ven. Archdeacon Lauder (Chairman), and J. A. Torrance (Secretary).

One of the finest, in many respects, of all the ladies' schools of Ottawa remains yet to be mentioned, viz., the

**OTTAWA LADIES' COLLEGE**, the scheme for building which was agitated in 1867, and took shape at a public meeting at the City Hall on the 12th July of that year. At this meeting several thousand dollars were subscribed in aid of the enterprise, which sum had been increased by October 22nd to \$22,000, at which date a Board of Management was elected, and application made to the Legislature for an Act of Incorporation, which was granted Dec. 17th, 1869; and the present building, which is situated on Albert Street, and is as an architectural edifice an ornament to the City, and as an educational institution a credit to its promoters and supporters, was commenced in 1871, completed in 1872, and formally opened on the 2nd September of that year. The success of the undertaking was due in great measure to John Rochester, M.P., who was Mayor of the City the year of its inception. The first Board of Management consisted of E. B. Eddy, President; John Rochester and J. B. Robinson, Vice-Presidents; R. Blackburn, M.P., J. M. Currier, M.P., H. F. Bronson, J. R. Booth, W. C. Smillie, J. T. Pennock, George Hay, John Leggo, Rev. D. M. Gordon, and Rev. Wm. Moore, Directors. The Rev. Mr. Laing, M.A., was the first Principal, followed in succession by E. P. Jackson, M.A., Rev. Wm. Moore (who gave his services gratuitously), and Rev. A. F. Kemp, LL.D., who at present presides. Professor Fisher is musical director, and John Dickie, bursar. There is an efficient staff of lady teachers, and the regular lecturers include Prof. Riddell, of the Normal School (statics and dynamics); Prof. Baptie, Normal School (chemistry); Rev. N. Armstrong, M.A. (English Literature); and Rev. D. M. Gordon, B.D. (evidences of Christianity).

The institution has felt the effect of the general commercial depression, though not to an extent which interfered with its usefulness. We are told, however, that its present condition is prosperous, with unmistakable promises of a bright future—a prediction which the exceptionally high standing of the present Board of Management, herewith appended, seems to justify, viz.:—H. F. Bronson, President; John Sweetland, M.D., 1st Vice-President; Rev. Wm. Moore, 2nd Vice-President; Hon. James Skead, Alex. Burritt, John McMillan, E. B. Eddy, Rev. D. M. Gordon, B.D., McLeod Stewart, John R. Booth, James Rochester, Edward McGillivray, J. Cunningham, A. S. Woodburn, and C. T. Bate, Directors.

#### THE CHURCHES.

In estimating the general attributes of any locality, or the characteristics of any community, the number and description of its Christian Churches is one of the first and chief points which attract attention, and upon their condition may be based, probably, a more accurate calculation as to the general distinguishing features of the place and its people than upon any other single emblem of their existing state. If any one coming to Ottawa could see the Churches alone, he would naturally conclude that, as a whole, it must be an important and beautiful City, filled by an enterprising, prosperous, intelligent, and moral people, and possessing all the acquirements and requirements of a highly enlightened age.

The insignificant beginnings, and tardy—at first, though afterwards growing to most rapid—stages of development through which the various branches of the Christian Church passed, till arriving at their present most prosperous state, is sufficiently reflected in connection with our general remarks on religious institutions, and the various local histories following. It is sufficient to add that up to the time of Confederation the church edifices in use were mostly those which had been built in the early days of Bytown, and were of comparatively limited accommodation and generally inferior description. But the era of improvement which commenced in almost every other branch at the Capital with the founding of the Dominion, extended itself to and was contemporaneous with that which has since then made so marked a change in the appearance and character of our City Churches.

There are 24 Churches in Ottawa, as follows:—1 Baptist, 1 Congregational, 1 German Lutheran, 5 Episcopal, viz.:—Catholic Apostolic



(High) Church, Christ Church, Church of St. Alban the Martyr, Emmanuel (Reformed Episcopal) Church, and Church of St. John the Evangelist; 5 Methodist, viz.:—Bridge Street (M.E.) Church, York Street (M.E.) Church, Methodist (of Canada) Church East, Methodist (of Canada) Church West, and Dominion Methodist Church; 5 Presbyterian, viz.:—Bank Street Church, Daly Street Church, French Presbyterian Church, Knox Church, and St. Andrew's Church; and 6 Roman Catholic, viz.:—the Cathedral de Notre Dame, Church de Notre Dame du Sacre Cœur, St. Anne's Church, St. Jean Baptiste Church, St. Joseph's Church, and St. Patrick's Church.

Most of these are very fine edifices, while some of them are exceptionally so—particularly the Cathedral, the Notre Dame, St. Patrick's, St. Andrew's, Christ Church, Knox Church, the Baptist, and Dominion Methodist—all of which, except the Cathedral, have been built within the time mentioned above. This Cathedral is one of the main objects of attraction to every visitor to the city—its beautiful and classic outline, aided by the prominence of its location, forming one of the chief objects of interest on which the eye rests, look at Ottawa from which way we will. It is built in the early English style of Gothic architecture, with two towers of light, open Gothic work—each the exact counterpart of the other—over 200 feet high. It was founded in 1841, and completed in 1864. Inside it contains an area of 200 by 75 feet, with 65 feet height of ceiling, and easily accommodates 2,000 persons. Pulpit, galleries, altar, &c., are fitted in keeping with its other parts; while it possesses a magnificent organ, and some very valuable paintings by old masters—among which is the original "Flight into Egypt," by Murillo.

Of the others, a description would be tedious, on account of their number. They are, however, without exception, unusually fine edifices even for large cities, Christ Church and the Dominion Methodist in particular being models of beauty and elegant design and finish, both outside and in—though each differing very much from the other. The former cost \$45,000 and the latter a little over \$50,000. All the above churches are of stone. The cost of the others, so far as we could learn, was: St. Andrew's, \$60,000, and Knox Church, \$52,000, the Baptist and St. Patrick's fall little, if any, behind.

#### SEMI-RELIGIOUS AND CHARITABLE INSTITUTIONS.

Chief among these is the *County of Carleton General Protestant Hospital*, called by those versed in such matters one of the finest institutions of the kind in the country. It is located in splendid and suitable brick buildings on Rideau Street. A very large number of the leading men of the City and County are connected with the Board of Directors; and the list of attending and consulting Physicians comprises a large number of the most celebrated doctors of the City. George Hay is the President, J. P. Featherston, Vice-President, and Wm. Cousens, Secretary.

The *Catholic General Hospital*, on Water Street, is also a very extensive, excellently conducted, and worthy institution, and is doing a noble work. It is under direction of the Sisters of Charity, of whom Sister Sauvé is Directress, and Sister Lavoie, Economist; Drs. St. Jean, M.P., Robillard, and Lynn, are the Hospital Surgeons, and Dr. Hill, Consulting Physician.

Then there are the *Protestant Orphans' Home* and *Protestant Poor Relief Association*, each doing a good work in its own particular sphere—being managed by most efficient Directorates of the leading citizens—the former by ladies.

The *St. Patrick's Orphan Asylum*, an incorporated society with D. O'Connor as President, and R. Devlin as Secretary, fills a field of usefulness sufficiently indicated by its name.

The *St. Joseph's Orphan Asylum*, established 1860 (Cathcart and Sussex Streets), is under charge of the Grey Nuns; and the *St. Charles Asylum for the Aged* (Water Street) is under direction of the Sisters of Charity. There is also a *Society of St. Vincent de Paul*, established for the relief of the poor; and the *Particular Council of Ottawa*, having four Conferences, viz.: (1.) Our Lady of Ottawa; (2.) Notre Dame; (3.) St. Joseph, and (4.) St. Patrick.

Besides the *Ottawa Auxiliary Bible Society*, there is the *Ottawa Y. M. C. A.*, organized in 1867. They have commodious reception and assembly rooms at No. 30 O'Connor Street, at which daily and weekly meetings are held, and to which all are welcome and free. They also have a free reading room open daily from 8 a.m. to 9:30 p.m. The conveniences and comforts which the Y. M. C. A. offer to the public—particularly to strangers in the City—are not of the least among their good works, by which we, as well as they, must finally be judged. There are, of course, the usual number of

#### NATIONAL AND LITERARY SOCIETIES.

or perhaps we should rather say an unusually large number; and we are informed that, almost without exception, they are in a very encouraging condition—the results of their works being highly creditable to their respective members and supporters, and beneficial to all concerned. They would all well bear extended remarks but we can here briefly mention those at present occurring to us. They comprise the *St. George's Society* (J. P. Featherston, President; Ralph J. Cook, Secretary). *St. Andrew's Society* (McLeod Stewart, President; J. B. Robertson, Secretary). *St. Patrick's Society* (P. Baskerville, President; W. H. Nagle, Secretary). *St. Jean Baptiste Society* (Dr. St. Jean, M.P., President; C. Gagné, Secretary). This Society has three branches in Ottawa, *Notre Dame*, *St. Joseph*, and *St. Anne*. *Institut Canadien Français*, (Alphonse Benoit, President; Emmanuel Tassé, Secretary). *Club de Discussion Canadien Français* (Oscar McDonnell, President; A. A. Dion, Secretary). *Société St. Pierre* (G. Trudeau, President; F. X. Valade, Secretary). This Society has two Unions. *St. Patrick's Literary Association* (W. H. Waller, President; T. McCabe, Secretary). *Ottawa Literary and Scientific Society* (W. D. Le Sueur, B.A., President; R. J. Wicksteed, B.C.L., Secretary)—and what is far greater than any of the preceding in point of numbers, the *Catholic Young Men's Literary and Benevolent Union*. This "Union" was organized in July, 1877. In one year from that date it consisted of seven different branches in the City, with a total membership of over 500. Each branch has its various officers—the Presidents and Vice-Presidents of the whole forming a Grand Council.

#### SECRET SOCIETIES.

THE MYSTIC TIE. The D. D. G. M. for the Ottawa District is R. W. Bro. Kerr, of the firm of Blyth & Kerr, hardware merchants. There is one Council of R. & S. Masons, one R. A. Chapter, and seven Blue Lodges in the City. They are named respectively, *Gedaliah Council*, No. 8; *Carleton Chapter*, No. 16; *Dalhousie Lodge*, No. 52; *Doric Lodge*, No. 58; *Civil Service Lodge*, No. 148; *Builders' Lodge*, No. 177; *Lodge of Fidelity*, No. 231; *Chaudière Lodge*, No. 264; and *Prince of Wales' Lodge* (organized December 12th, 1878, and not yet numbered)—all G. R. C.

There is a *Masonic Board of Relief* composed of a W. M. or P. M. from each Lodge.

The *London Masonic Mutual Benefit Association*, established December 27th, 1870, and incorporated March 20th, 1874, is represented by V. W. Bro. W. Rea, Secretary of *Builders' Lodge*.

THE ORANGE, PURPLE, AND BLACK.—Sir E. T. Kenny, of Ottawa, is Deputy G. M. of the Gr. Bk. Chapter of B. A., and G. M. of Gr. Bk. Chapter of Ontario East, of the Royal Black Knights of Ireland. There is a *Grand Chapter of Ottawa*, a *Royal Black Preceptory*, and a *County Grand Chapter* in this City. In the ORANGE there is the *County Lodge*, the *District Lodge* (No. 4), five private Lodges (Nos. 47, 119, 126, 221, and 227), and a *Royal Scarlet Chapter*. The *Orange Young Britons* have a *District Lodge* and five private Lodges here, the *True Blues* two lodges, and the *Prentice Boys* one.

ODD-FELLOWSHIP.—There are two Lodges in the City, one of the Independent Order, viz.: *Capital Lodge*, I. O. O. F., No. 141; and one of the Canadian Order, viz.: *Metropolitan Lodge*, C. O. O. F., No. 50.

FORESTRY.—This Ancient Order is represented by *Pioneer Court*, No. 5,607.

#### THE TEMPERANCE CAUSE

is not forgotten, as we see a number of organizations of different bodies all having the same end in view—the redemption of our country from the "curse of Canada."

THE I. O. G. T. have three flourishing Temples, viz.:—*City of Ottawa Temple*, No. 403; *Enterprise Temple*, and *Elliot Temple*, No. 449. The W. C. T.'s are M. M. Pyke, G. Gordon, and W. J. Powers.

THE SONS OF TEMPERANCE also flourish—there being likewise three Divisions of that body in good condition—*Bytown Division*, No. 224, (J. T. Bartram, W. P.); *Chaudière Division* (Wm. Stewart, W. P.); and *Quarry Division* (Wm. Hopkins, W. P.).

THE IRISH CATHOLIC TEMPERANCE SOCIETY, founded in 1845, is still in existence, and as to numbers and zeal of members is in a most promising condition. The Rev. P. Milloy is President, and P. G. Leyden, Secretary.

#### MANUFACTURING INTERESTS.

In the usual sense of the term, Ottawa is not a manufacturing City. And yet within its limits, and in its immediate proximity, manufacturing of a certain product is carried on to a greater extent than in any other single city or locality in the world. The manner of procuring raw material for the Chaudière Mills, and the courses through which it passes till it comes under the "gangs"—together with the quantities for the past ten or twelve years, and a description of the booms, slides, &c., of the Upper Ottawa, have been given under the general head of "Waterways." To describe the many mills of the lumber-kings of the Ottawa, which centre at the Capital, would require a volume. We will content ourselves by describing but one, as a fair sample of all the others, and quote from a well-versed writer in the work entitled *The Lumber Trade of the Ottawa*: "Messrs. Bronsons & Weston established themselves here in 1853, and were the first to take up land at the Chaudière for the purpose of erecting a saw-mill on a large scale. They are now the proprietors of two large saw-mills, and own a large tract of land used as piling-ground—the whole premises extending from near the Slides Bridge to the point of the Island. They get out annually about 175,000 logs, producing between 30 and 40 million feet of lumber, of which from five to ten million are always kept on hand. The large mill contains two stock-gangs of 30 to 40 saws, 2 slabber-gangs, 14 to 16 saws, 2 Yankee gates, 32 saws, 1 single saw, and the necessary butting and edging saws. The smaller mill contains 1 slabber gate, and butting and edging saws. The lath mill contains two lath-gangs, 5 or 6 saws each; butting apparatus and picket-saw; and a splitting mill for slabs; and produces 10 millions of laths. The firm employ for six months in the year, in shipping the productions of these mills, 26 barges with 5 men each, and 4 steamers with 9 men each. It requires \$3,000 to pay the weekly wages of this establishment."

In addition to the above, Baldwin's Mills produce 28 millions; Booth's Mills, 30 millions; Perley & Pattee's Mills, 40 millions; Young's, 20 millions; New Edinburgh Mills, 30 millions; Rochester's, 35 millions; Eddy's (Hull), 40 millions; Batson & Currier's (Hull—lately burned), 25 millions; Skead's (Nepean), 40 millions; Gilmour's Steam Mills (Hull) and Crandell & Co.'s (Hull), 50 millions; Gilmour's (Gatineau), 35 millions; McPherson, LeMoine & Co., and James McLaren & Co. (Rivière Du Lièvre) 45 millions; Hamilton Brothers, (Hawkesbury), 42 millions, or a total of 500 millions of sawn lumber per annum in and adjoining Ottawa, for the period extending from (say) 1870 to 1875 or 1876.

The Capital required in carrying on these immense establishments is of course in proportion to the enterprises themselves. The Gilmours, for instance, employ, in round numbers, 1,000 men, 250 teams, and 100 yoke of oxen during the winter season, and half that number of each of the above during the summer, besides those employed in freighting the lumber. They carry on 9 farms on their various limits, comprising 1,500 acres of cultivated land, the produce of which is consumed by their employees; in addition to which they purchase annually 40,000 bushels oats, 600 tons hay, 1,500 barrels pork, 3,000 barrels flour, besides immense quantities of clothing, boots, shoes, teas, tobacco, blankets, implements, &c., &c., and their yearly pay rolls foot up as high as \$380,000.

The Hamilton Brothers employ 500 men and boys at Hawksburg alone during the summer, and the amount of agricultural produce annually consumed by them exceeds 3,000 tons.

But the largest business in the manufacture of forest products on

this continent is that of E. B. Eddy, who commenced the manufacture of matches in Hull in 1854, from which comparatively small beginning he has, with an energy peculiar to himself, built up a trade of gigantic proportions, whose productions—converted from the timber of his now enormous estates into every description of useful article into the composition of which wood enters—have become not only a factor in the domestic economy, and indeed the existence, of a large and flourishing city, but of vast utility to the people of an entire continent. Eddy's mills and piling-grounds cover a large tract of land on the North shore of the Ottawa at the Chaudière, and extend from above the Falls to the Island opposite the Parliament Buildings. They consist of one large pail factory, built solidly of stone; a match factory, also of stone; four saw-mills of great extent, built principally of wood; and numerous other buildings, offices, &c., &c., necessary to such extensive operations—including a very large sash, door and blind factory, telegraph office and general store. In addition to the mills, Mr. Eddy has built a double-track railway of over a mile in length, running from his mills to the further extremity of his piling-grounds, thus enabling him to distribute and pile the enormous amount of lumber produced expeditiously. These mills manufacture annually between forty and forty-five million feet of pine lumber, of which there are always from eight to ten million feet on the piling-grounds. They also manufacture annually 600,000 pails, 50,000 wash-tubs, 75,000 zinc-covered wash-boards, and 275,000 gross of lucifer, besides an immense quantity of lath, sash, doors, and blinds. The saw-mills are fitted with gang and circular saws, of all kinds and sizes, and the whole establishment gives employment to from 1,700 to 1,800 persons—many of whom are girls employed in making matches. In addition to these there are between 400 and 500 hands employed in the woods where Mr. Eddy owns "limits"—a tract of land of about 500 square miles in extent—the greater part of which is forest, though there are also some cultivated lands, and a growing Village called Fort Eddy. The power employed to drive the mills is derived from the unlimited supply of the Chaudière, assisted by the most approved mechanical agencies of modern invention, and is equal to 600 horse-power.

The match factory, the most extensive of the kind in Canada, consists of a range of buildings containing two machine-rooms, two dipping-rooms, two large packing-rooms, a warehouse and shipping-office, besides engine-house and drying-rooms. The matches, concerning the process of whose manufacture few have a knowledge, are here turned out with lightning rapidity and in inconceivable quantity—the method of their production being a most ingenious one, and being effected entirely by machinery, which now-a-days performs its part so extensively in every stage of mechanical labor. It is the wonder of many who use these now necessary articles how they can be furnished so cheaply; but the explanation is easy, when the process of manufacture (which we will attempt briefly to describe) is once seen.

Two large stone buildings are devoted to this industry, being on opposite sides of the street, leading to the Union Suspension Bridge—but connected by an overhead covered passage and tramway, which reduces them practically to but one. In one part of the factory is a powerful machine for preparing the wood from the original logs, which are taken one by one, and cut by circular saws in boards of the proper thickness of "match blocks"—after which, to ensure accuracy, they are run through planers. They are then run through a set of circulars, from which they emerge in "match blocks." These, being mated in pairs, are passed through the "telegraph match machine," which in many respects resembles an ordinary "planer"—the blocks being forced, in succession, through a series of steel moulds, firmly fitted to iron beds, from which they project slightly—at the same time exactly corresponding in size with the thickness of the blocks. The moulds are very closely perforated by small holes of the size of a match—each hole alternating with a very small chisel; when, the machine being started, and the blocks being forced end-wise against these moulds, are pushed through by each succeeding block, and emerge in the shape of matches—resting closely packed in a sort of "rack," which, when full, is replaced by another, and removed to the "dipping-room." Here the ends are dipped, a rack full at a time, into a vessel of boiling sulphur, and subsequently into a preparation of phosphorus; after which they are dried, shaken out upon benches, and hand-packed in the little paper boxes. From twenty-five to thirty girls are constantly engaged in packing, and they acquire such dexterity in their business that each averages from twelve to fifteen boxes per minute, closely filled and covered. They are then ready for packing in the large boxes. These are so expeditiously made, that the whole process from hauling the saw-log into the mill till it goes to the packing-room in the shape of quarter-gross boxes, occupies but a few minutes. The log being run through a regular "gang," the boards are then put through a "bench-gang" of circulars and "groovers" combined; and the rapidity with which they cut and groove is simply astonishing—while they are subsequently fitted to each other with equal speed; and from 2,500 to 4,000 boxes are turned out daily. The final packing and labelling of these large boxes is then the only remaining part of the process to get them ready for shipment. These various processes are conducted in different buildings, or different parts of the same building; yet all arrangements are so exceedingly complete that not the slightest inconvenience or delay is experienced from the various changes.

The pail factory is a large stone building of three storeys, near the main saw-mill, where pails are manufactured at the rate of 2,000, and wash-tubs from 150 to 175 per diem—every part being performed by most ingenious and beautiful machinery. In one room the staves are sawed—in another the bottoms are shaped—in another the handles are turned—in another the hoops and bales are finished—in another the various parts are joined together—and in another they are planed and finished. They are then taken to the paint-room, where they are painted and grained by machinery, consisting of a series of patent India-rubber rollers through which they pass, after which they go to the finishing-room to be fitted with handles—whence they are finally taken to the packing-room and made ready for shipment.

The saw-mills, which are four in number, contain every description of gangs and circulars, numbering, in all, 243 saws—exclusive of edging, butting, and lath saws. Their capacity is over 200,000 logs, and their average product between forty and forty-five millions of lumber.

The history of the development of the lumber trade of the Ottawa, from its inception to its present advanced state, covers such a vast space as to be here impracticable of insertion; but in this connection we might



mention a few of the chief operators, with their approximate order of succession. Of course, the very first to do anything approaching to a "lumber trade," not only in this locality, but in the whole Ottawa Valley, was Philemon Wright, of Hull—particulars of whose early settlement of which place may be seen in the reference to that City. Having settled in 1800, and spent over \$20,000 in improvements up to 1806, he "thought proper to post and make up his accounts," to use his own words—but we will let him tell the story himself as to how he came to be drawn into the timber trade. He says: "As I had now been six years in Hull, and expended all my capital, it was time for me to look about for an export market to cover my imports—not a stick of timber having yet been sent down the Ottawa to the Quebec Market, on account of the dangerous rapids. However, I concluded to get some ready, and try it; and accordingly I set out to examine the rapids quite down to the Isle of Montreal. The inhabitants, whose ancestors had been settled there nearly 200 years, told me it was not possible to get timber to Quebec by the route north of the Isle of Montreal—that such a thing never had been done, and never could be done; but I answered that I'd never believe it till I tried it—and preparing some rafts for spring, I came from Hull, down my newly-discovered channel, to the Quebec Market. \* \* \* After much trouble and expense caused by being a stranger to navigating the Rapids, and having no one with me acquainted with the channel, we arrived in Quebec with the first timber from the Township of Hull that ever entered that market. \* \* \* During the summer we were obliged to employ a large number of men, one quarter of whom were sufficient to carry on the business of the farm during the winter; and in order to find employment for those additional or surplus men, I commenced the lumber business—drawing and procuring timber for my mills, and sawing them into planks and boards; for had I not given employment to these men during the winter, it would have been impossible for me to obtain men in the spring, when I most wanted them—as the distance from the settlements was so great."

The oldest Ottawa lumberman now living is James Wadsworth, of Hull, born in County Monaghan, Ireland, in 1804, who came to America in 1821, served in the employ of Mr. MacDonald, of L'Orignal, a lumberman, and M. P. for Prescott, as clerk—went to the head of the Calumet in 1822, for the same party, and was the first to get out timber above that Island, or run it through those rapids. At the above date there was but one settlement on the North shore, between the Long Sault and Hull, viz., Papineauville, where there was a nice Church and a number of houses. On the South shore, Mr. Hamilton had built his mills on the Islands and Mr. Meyers had built a grist-mill on the main land, and L'Orignal was already quite a little Village—but these were the only settlements till the few primitive habitations of "Nepean Point" were reached—which, by the way, was then at the foot of the Chaudière, and known by the dual name of Nepean Point and Richmond Landing. The present "Nepean Point" appears to have received its name after the arrival of Col. By and his Engineers.

Though the lumber trade of the Ottawa at that date was insignificant compared to its present proportions, yet quite a number were already engaged in it. Those who operated at and above Hull included Squire Wright, the Moores (Job, David, and Martin), the McConnells (Wm. and James), the Macdonalds, Birch & Durrell, Hind & Sparks, Peter Ayle, H. M. Fulford, and Messrs Meyers & Harris. At a considerably later date came Price & McGill, Wells & McCrea, Thomas B. Hyde, Joseph Aumond, McKinnon & Aumond, Wm. Mackey, Robert Skead, Hon. James Skead, James McLaughlin, Hon. D. McLaughlin, and Hon. John Egan. The latter purchased, in 1855, the limits of Mr. Wadsworth, at Fairfield, where Mr. W. had built a mill and founded a village, which the new proprietor named after himself, and it is to this day known as Eganville.

The immense fortunes made in lumber would sound to the ears of the uninitiated as fairy tales. The riches of the last four above named—Skead, McLaren, McLaughlin, and Egan—once approached fabulous dimensions, and were the wonder of all Canada; yet every one of them arose from the most humble beginnings, and originally swung an axe or handled an ox-goad for monthly pay in the lumber camps of the Upper Ottawa.

But the greatest invasion of the Ottawa limits occurred about the time Ottawa became a City, and was by Americans, most of whom are now among the lumber kings of the Valley, and all doing business in this City or Hull. Messrs. Bronson & Weston built the first extensive mill at the Chaudière, in 1853. A. H. Baldwin commenced business here the same year, and also J. M. Currier, M.P. (who had been previously engaged with L. C. Bigelow, of Buckingham, and McKay & McKinnon, of New Edinburgh), Capt. Levi Young came in 1854; E. B. Eddy also in 1854; Perley, Pattee & Brown, in 1857, and J. R. Booth in 1858. Mr. Baldwin was the first who ever shipped lumber to the American market from the Ottawa, and, in Company with Messrs. Harris & Bronson, the first who ever brought logs from the Des Joachims.

In this connection it would be appropriate to refer to the origin of the timber-dues now collected by Ontario, Quebec, and New Brunswick, and forming such a vast revenue for the Governments of those Provinces. In the early days of the lumber trade every one went where he chose, and took what suited him best. Chief McNab, who brought out a number of his Highland clan and settled in the Township bearing his name, took it into his head to prevent the lumbermen cutting timber there, on the ground that he had a grant of the Township from the Government, which was partly true. As the locality produced very fine timber, and "The McNab" was backed by many clansmen, the lumbermen yielded; and the Chief having reported his success to some friends in public life, the scheme was discussed, and finally tried by the Government, of collecting a tax called "timber dues," which system has since grown to its present enormous extent.

Aside from the products of the forest, the manufacturing interests of the Capital are scarce such as would be thought worth mentioning in a manufacturing city; though there are a few industries which have developed a healthy vitality of late, and others bid fair to attain a magnitude of some importance at no distant day. In the brewing, carriage, cabinet, foundry, marble, saddlery and trunk, sash-door-and-blind, and tanning businesses, the home produce supplies the home consumption, and in some of the above lines Ottawa manufactures find their way to other parts.

T. W. Currier & Co. have immense planing mills and furniture factories at the Canal Basin, and their manufactures compare favorably in quality and price with those of Western Cities.

T. M. Somerville & Co. are among the most extensive dealers in marbles and all classes of building material. They have large marble quarries at Arnprior.

There is at least one firm of harness-makers who do an export trade, viz., the Borbridge Bros., who carry on a very large business in that line, and have established a reputation for themselves by securing medals for their exhibits at the Centennial at Philadelphia, and at the Paris Exposition of 1878. This firm, with that of Thos. Shore & Co., also manufacture leather trunks extensively, and as well as any we have ever seen. They export numbers of these, and in the leather trade a considerable export business is also done.

The sale area of the brewery products (of which there are three) is confined to this section of the Ottawa Valley, though one of the proprietors (Jas. Rochester) is also an extensive maltster, and his malt finds its way into most of the breweries throughout this section of Ontario and Quebec.

The iron business is well represented, and there are some really fine establishments in connection with this industry. Among the most extensive are those of Blaisdell & Co., A. Fleck (Vulcan Iron Works), McFarlane Bros., Paterson & Law, and the Perkins'. A. H. Baldwin also has extensive machine shops, and likewise carries on a ship yard, the only one in the City.

In the boot and shoe trade a start has been made of late years toward reducing the large imports received from Quebec, Montreal, and Toronto, by establishing the manufacture here. The Ottawa Boot and Shoe Co. was formed some years since, and for a time the business gave promise of a tremendous development. The general depression, however, has affected this Company's operations, though it is hoped only temporarily. Not so, however, with another branch of the same trade, which has been started since the hard times commenced, and has continued steadily to develop till it has almost monopolized the local markets, and even shut out the manufacturers of Montreal and Quebec from their favorite territory. We refer to the moccasin and shoe-pack manufacture, carried on by Selby Lee, at 176 Sparks St., where he also keeps a fine retail store. Mr. Lee manages to sell a better article at cheaper prices (so his customers say) than the Montreal people, by carrying on every branch of the manufacture from the raw hides to the finished moccasin. He keeps between 35 and 50 men constantly employed making moccasins alone—has a trade which is steadily growing—already supplies most of the leading lumbermen of the Ottawa, and has even commenced to export to the strongholds of that class of manufacture, Montreal and Quebec.

There are two very extensive and complete flouring mills at the Chaudière, belonging to Bronson & Co., and Thos. McKay & Co. The latter also operates oatmeal mills, doing a very large business in that line. We were told by one insurance agent that he represented companies carrying risks of \$30,000 monthly through a whole season on oatmeal continually en route from McKay & Co.'s mills to the Old Country markets.

## TRADE, COMMERCE AND FINANCE.

These very important subjects are so intimately connected with manufactures that a person scarce knows where to break from the one and refer to the other, being so much the same that the export trade at least is exactly coincident with the manufactures, except to the extent to which the import trade may be shut off by the manufactures in meeting the demands of home consumption.

As to the present vastness of the commercial affairs of the City, a tolerably correct idea may be gleaned by a perusal of the general sketches of Railways and Waterways, and the above in reference to manufactures, to supplement which, and to arrive as nearly as possible at the facts, without the interlarding of discursive theories, we know of no better data than such as may be gleaned from the *Trade and Navigation Returns*, taken in connection with the showing of the last official census; anything later or outside of these being, to a very great extent, conjectural. From these *Returns* we find that the duties collected at the Port of Ottawa for the eight years ending June 30th, 1878, were as follows:—1869-70, \$98,622.20; 1870-71, \$146,898.05; 1871-72, \$200,963.52; 1872-73, \$206,319.31; 1873-74, \$233,800.10; 1874-75, \$250,427.71; 1875-76, \$210,751.47; 1876-77, \$204,192.26; and 1877-78, \$197,299.58 for Customs alone, which, with shipping dues included, amounted to within a very small fraction of \$200,000.00.

The latest year for which we have published reports showing comparative statements is that ending 30th June, 1877. During that year there were 3 cities in Ontario, 2 in Quebec, 1 in New Brunswick, 1 in Nova Scotia, 1 in Prince Edward Island, and 1 in British Columbia whose returns exceeded those of Ottawa. These were (in the order of their amounts): Montreal, \$3,878,507.28; Toronto, \$2,149,883.27; Halifax, \$1,015,116.69; St. John, \$860,115.14; Hamilton, \$723,796.69; Quebec, \$649,938.68; Victoria, B. C., \$407,573.23; London, \$388,593.85; and Charlottetown, P. E. I., \$214,576.89; while Kingston follows very closely with \$197,411.57; and Winnipeg with \$193,077.62; Clifton and Brantford were the only other places where the amounts collected came up to \$100,000, the former returning \$161,418.76, and the latter, \$125,635.60. During the same year, the "charges against Revenue"—i.e., the amounts it cost the Government to collect the above sums at the respective Ports, were as follows:—Montreal, \$117,989.60; Toronto, \$53,179.90; Halifax, \$56,271.11; St. John, \$48,796.20; Hamilton, \$20,035.16; Quebec, \$53,259.61; Victoria, \$23,094.43; London, \$10,961.27; Charlottetown, \$24,923.91; Ottawa, \$10,620.56; Kingston, \$13,108.46; Winnipeg, \$12,533.18; Clifton, \$11,132.94; Brantford, \$2,865.80. The amounts of Customs returned during the same period at the above Ports were:—Montreal, \$11,627.55; Toronto, \$3,095.38; Halifax, \$6,688.30; St. John, \$874.17; Hamilton, \$942.06; Quebec, \$524.85; Victoria, \$409.36; London, \$35.70; Charlottetown, \$142.24; Ottawa, \$2,081.30; Kingston, \$72.17; Winnipeg, \$71.34; Clifton, \$13.30; and Brantford, \$64.82. It will be noticed that although Ottawa is tenth of the cities of the Dominion in the amount of Customs collected, it costs the Government less in "charges against Revenue" than any of the 14 cities above mentioned, excepting only Brantford, which is beyond all comparison the cheapest of all, not only in the actual, but proportionate expenses also. The *Returns* are not so arranged as to show the value of either imports or exports, to or from any certain Port of entry.

The *Census Returns* for 1871 show that at that time there were within the City of Ottawa, in the way of industrial establishments, the following:—

Designation.	No.	Hands Employed.	Yearly Wages.	Val Raw Material.	Do. Mfd. Prod.
Bakeries.....	17	89	\$28,159	\$213,935	\$278,525
Blacksmith Shops....	16	42	14,079	12,775	35,300
Boot and Shoe Shops..	22	97	24,830	29,360	78,775
Brick Yards.....	2	18	2,200	325	8,400
Cabinet Mfrs.....	7	58	16,701	15,295	43,100
Carding Mills.....	1	3	600	10,500	12,480
Carpenter Shops.....	3	5	1,630	4,110	7,260
Cabinet Shops.....	11	76	25,239	30,980	82,924
Cooperages.....	5	16	6,050	7,150	17,750
Dress-makers' Ests....	21	109	15,261	49,004	78,380
Flour & Grist Mills....	3	25	9,200	368,380	398,854
Foundries.....	4	84	33,870	31,152	106,500
Saddlery, &c.....	8	62	18,534	49,800	100,775
Saw Mills.....	7	1,202	295,000	1,078,400	1,564,800
Tanneries.....	3	20	8,320	39,560	56,575
Tailor Shops.....	24	329	67,380	229,050	353,525
Tin Manfg Ests.....	12	46	16,450	41,995	81,134
Breweries.....	2	7	1,400	3,000	5,500
Broom & Brush Mfrs..	1	8	3,100	6,000	13,000
Furriers.....	3	20	5,440	15,100	31,600
Jewellers.....	7	25	10,275	9,980	34,400
Meat Curing Ests....	6	12	2,164	24,150	34,086
Painters & Glaziers..	3	35	12,000	16,600	41,000
Photo Galleries.....	3	8	2,914	3,400	11,400
Printing Ests.....	4	208	98,800	66,000	285,897
Sash D & B Factys....	3	92	33,900	61,225	107,600
Ship Yards.....	1	6	3,000	2,100	6,000
Stone Cutting Ests..	2	17	5,400	12,000	25,000
Book Binding Ests....	2	54	12,600	10,000	34,720
Cordial & Syrup Mfrs.	4	12	3,950	18,400	28,500
Edge Tool Mfrs.....	1	12	5,200	5,400	15,900
Miscellaneous Wares..	3	9	1,630	1,888	4,975
Soap & Candle Mfrs..	1	4	1,200	10,000	13,000
Wood Turning Ests..	2	7	3,800	1,520	6,800
Carving & Gilding Ests	2	9	1,600	2,270	5,950
Engraving & Lith Ests	1	3	2,000	200	3,000
Gas Works.....	1	14	6,000	11,200	30,000
Wig Mfg Ests.....	1	5	1,500	2,600	5,000
Bank Note Eng Ests..	1	82	35,000	20,000	60,000
Plumbing & Brass Mfs	4	34	6,984	22,400	44,575

Totals..... 224 3,064 \$843,521 \$2,536,654 \$4,152,960

The original amount of capital invested to produce the above result was \$1,914,287.

To ascertain the number of industrial establishments at present, or the number of business houses, is a task requiring as much labor almost as was expended upon the census. There is no way of even approximating it. As a point to guess from we might mention that there are the names of 793 business firms on the subscription list for the City Directory of 1878; and this list leaves out very many of the smaller industrial establishments of nearly every class, and general stores, "corner groceries," etc., innumerable.

There are nine chartered banks having agencies in Ottawa, and one private bank. Five of the former have savings banks in connection. The architecture and generally magnificent appearance of some of these bank buildings is at least equal to anything in the country. Among the very finest specimens of commercial buildings in any city in Canada we might mention the Bank of Montreal, the Merchants' Bank, the Quebec Bank, the Ontario Bank, the Union Bank of Lower Canada, the Bank of British North America, and the Bank of Ottawa.

Four Loan Companies and one Insurance Company have their head offices here; while most of the principal Loan Companies in the country, and no less than 59 Insurance Companies, have agencies in active operation. The *Ottawa Agricultural* is the Insurance Company above referred to, and the Loan Companies are the *Capital Mutual Building Society*, incorporated 1875, capital, \$200,000; *La Société de Construction Canadienne*, incorporated 1874; *Metropolitan Loan and Savings Co.*, organized 1870, paid up capital, \$480,000; and the *Second Mutual Building Society of Ottawa*, with a capital of \$386,000.

The telegraphic facilities of the Capital are ample and complete. Both the Dominion and Montreal Companies have offices throughout the City, at the leading hotels, principal lumbermen's offices, and Parliament Buildings—there being some twenty offices in various parts of the City.

## MUNICIPAL MATTERS.

Up to and including the year 1847, what is now Ottawa was comprised within the Township of Nepean, and although it had been for the past six years a town of sufficient importance to claim and be accorded representation in the Canadian Assembly, yet it did not enter into a separate municipal existence till 1848, the Act incorporating it as the Town of Bytown having passed the previous year.

John Scott, previously referred to in connection with the political history, was the first Mayor of the Town, in 1848, and the first Town Council was composed of the following gentlemen:—Thomas Corcoran, Nicholas Sparks, N. S. Blaisdell, Henry J. Friel, and John Bedard.

The first Town Clerk was John Atkins—succeeded in turn by John George Bell, Francis Scott and Edmund Burke. The latter was a son of Col. Burke, of Richmond, a newspaper man of unusual ability. He held the position at the time Bytown was incorporated as the City of Ottawa, when W. Pitman Lett, the present Clerk, succeeded to the office, being therefore the first Clerk of Ottawa, and the only one, as he still continues to discharge with admirable ability and the greatest satisfaction duties which, though comparatively light when he assumed them on the 1st January, 1855, have grown to immense proportions and importance, requiring an amount of energy and ability which the people of the Capital are fortunate in having secured in an eminent degree in the person of the present obliging and gentlemanly incumbent of this most important civic office.

The Mayors following Mr. Scott in succession were Robert Harvey (1849), John Bower Lewis (1850), Charles Sparrow (1851), J. B. Turgeon (1852), R. W. Scott (1853), and H. J. Friel (1854). Messrs. Scott, Lewis, and Scott have been already referred to under the political head. Mr. Harvey was a lawyer of more than average ability. He subsequently removed to Chicago, Ill., where he is still practising his profession, having become one of the best lawyers of that Western Metropolis. Mr. Sparrow was a butcher by occupation, and is still living in the Township of Gloucester. Mr. Turgeon was a blacksmith



by trade, and is still a resident of the City. He took a great interest in military matters during his younger days, and organized what was known as "No. 2 Rifles," of which he was for a number of years captain. Mr. Friel was a newspaper man by profession, and among the papers he was connected with was the *Packet*, afterwards merged into the *Citizen*.

In 1854 the Act was passed incorporating Bytown as the City of Ottawa. The Mayors and City Councils for the various years thence to the present time may be found below:—

1855—*Mayor*, John Bower Lewis; *Aldermen*, John Forgie, Andrew Main, Edward McGillivray, Nicholas Sparks, Henry J. Friel, Edward Smith, James Goodwin, James Leamy, Lyman Perkins; *Councillors*, James Matthews, Thomas Langrell, N. S. Blaisdell, Thomas Hunton, John Rochester, Nathaniel Burwash, Charles Rowan, Joseph Beauchamp, Damase Bourgeois, Eusebe Varin.

1856—*Mayor*, John Bower Lewis; *Aldermen*, John Barrielle, Edward McGillivray, Nicholas Sparks, John Henry, Andrew Main, John Forgie, Edward Smith, Henry J. Friel, Eusebe Varin; *Councillors*, John Rochester, N. S. Blaisdell, Francis Abbott, George Hay, Thomas Langrell, John W. Loucks, James Leamy, Charles Laporte, James Goodwin, David Bourgeois.

1857—*Mayor*, John Bower Lewis; *Aldermen*, Henry J. Friel, Edward McGillivray, Thomas Langrell, Edward Smith, Nicholas Sparks, John Henry, William Clegg, Eusebe Varin, Lyman Perkins; *Councillors*, John Rochester, Robert Montgomery, Alex. Scott, George Hay, John W. Loucks, James Leamy, Isaac Berichon, J. B. Richer, Wm. Kennedy, Charles Laporte.

1858—*Mayor*, Edward McGillivray; *Aldermen*, Thomas Langrell, Lyman Perkins, Damase Bourgeois, H. J. Friel, James Leamy, John Henry, Nicholas Sparks, Wm. Clegg, James Goodwin, Peter Riel; *Councillors*, Thomas Hunton, W. H. Robinson, John Rochester, James Coombs, Andrew Heavy, Wm. Kehoe, David Bourgeois, Théophile Prudhomme, Isaac Berichon, James Dyke.

1859—*Mayor*, Edward McGillivray; *Aldermen*, John Rochester, Wm. Ring, Alex. Workman, James Goodwin, Damase Bourgeois, N. Sparks, Peter Riel, Thomas M. Blaisdell, John Henry, David Bourgeois; *Councillors*, Alex. Scott, Francis Clemow, Thomas Starmer, James Walkley, Isidore Traversy, Wm. Kennedy, Isaac Berichon.

1860—*Mayor*, Alexander Workman; *Aldermen*, John Rochester, Lyman Perkins, Alex. Scott, Peter Riel, George H. Preston, James Leamy, L. J. B. Lazure, Nicholas Sparks, Robert Lees; *Councillors*, James Dyke, Henry McCormick, John Blyth, Francis Clemow, Donald Dow, Andrew Graham, Isaac Berichon, Wm. Kennedy, John Henry, Isidore Traversy.

1861—*Mayor*, Alexander Workman; *Aldermen*, Lyman Perkins, Wm. Clegg, Alex. Scott, Peter Riel, James Skead, George H. Preston, James Goodwin, James Leamy, L. J. B. Lazure, Thomas Hunton; *Councillors*, Wm. Kennedy, Isaac Berichon, John Blyth, John Henry, Donald Dow, Henry McCormick, Francis Clemow, Isidore Traversy, James Dyke, Andrew Graham.

1862—*Mayor*, Alexander Workman; *Aldermen*, James Skead, Lyman Perkins, Alex. Scott, George H. Preston, Robert Lees, James Goodwin, L. J. B. Lazure, Isidore Traversy, James Leamy, Henry McCormick; *Councillors*, David Scott, John Langford, Daniel Langan, Dawson Kerr, Francis Abbott, Andrew Graham, Isaac Berichon, Wm. Kennedy, Joseph B. Turgeon, John Henry.

1863—*Mayor*, Henry J. Friel; *Aldermen*, James Skead, James Cunningham, Alex. Scott, Henry McCormick, George H. Preston, Peter A. Egleson, Robert Lees, F. X. Guertin, Isidore Traversy, Wm. Kennedy; *Councillors*, David Scott, John Langford, Wm. Duck, Thomas Starmer, Francis Abbott, John Ardell, Edward Dunn, Eugene Martineau, John Henry, Isaac Berichon.

1864—*Mayor*, M. K. Dickinson; *Aldermen*, Alex. Scott, James Cunningham, John Langford, Henry McCormick, George H. Preston, John Forgie, P. A. Egleson, H. J. Friel, F. X. Guertin, Isidore Traversy; *Councillors*, David Scott, Abraham Pratt, Thomas Starmer, Isaac Berichon, Edward Dunn, John Henry, Eugene Martineau, Francis Abbott, Wm. Duck, John Ardell.

1865—*Mayor*, M. K. Dickinson; *Aldermen*, Alex. Scott, James Cunningham, John Langford, Wm. Mosgrove, Isidore Traversy, James Goodwin, Wm. Duck, Donald Dow, H. J. Friel, L. J. B. Lazure; *Councillors*, David Scott, Abraham Pratt, Lyman Perkins, W. Wood, Thomas Starmer, Edward Dunn, Eugene Martineau, Francis Abbott, John Henry, Isaac Berichon.

1866—*Mayor*, M. K. Dickinson; *Aldermen*, Alex. Scott, James Cunningham, John Langford, Henry McCormick, Wm. Mosgrove, Donald Dow, James Goodwin, Isaac Berichon, Isidore Traversy; *Councillors*, David Scott, John Rowatt, W. Wood, Lyman Perkins, Francis Abbott, Thomas Starmer, Charles Goulden, John B. Guerard, John Henry, Eugene Martineau.

1867—*Mayor*, Robert Lyon; *Aldermen*, James Cunningham, C. W. Bangs, Charles T. Bate, J. G. Robinson, J. P. Featherston, John Langford, John Rochester, Francis Abbott, H. J. Friel, Isidore Traversy, John Henry, Chas. Goulden, J. B. Guerard, Eugene Martineau.

1868—*Mayor*, H. J. Friel; *Aldermen*, James Cunningham, Isidore Traversy, Robert Hunter, J. G. Robinson, Charles Goulden, C. W. Bangs, J. B. Guerard, J. P. Featherston, John Henry, John Rochester, Francis Abbott, Wm. Mosgrove, John Langford, Eugene Martineau.

1869—*Mayor*, H. J. Friel; *Aldermen*, John Rochester, James Cunningham, C. T. Bate, A. Pratt, C. W. Bangs, J. G. Robinson, J. P. Featherston, Wm. Mosgrove, Francis Abbott, Charles Goulden, Isidore Traversy, Eugene Martineau, John B. Guerard.

1870—*Mayor*, John Rochester; *Aldermen*, Francis McDougal, A. Pratt, C. T. Bate, C. W. Bangs, J. G. Robinson, J. P. Featherston, Wm. Mosgrove, George May, Charles Goulden, Isidore Traversy, John Henry, Eugene Martineau, John B. Guerard.

1871—*Mayor*, John Rochester; *Aldermen*, Francis McDougal, A. H. Baldwin, A. S. Woodburn, C. W. Bangs, J. P. Featherston, Wm. Mosgrove, Amos Rowe, George Taillon, Wm. Kehoe, Horace Lapierre, John Henry, Eugene Martineau.

1872—*Mayor*, Eugene Martineau; *Aldermen*, A. Pratt, P. LeSueur, E. H. Bronson, Charles McGee, Amos Rowe, Wm. Mosgrove, J. P. Featherston, James Cunningham, O. A. Rocque, Wm. Kehoe, Horace Lapierre, John Henry, C. W. Bangs, Francis McDougal.

1873—*Mayor*, Eugene Martineau; *Aldermen*, A. Pratt, John Langford, C. W. Bangs, E. H. Bronson, Arthur Matthewman, A. Rowe, J. P. Featherston, John Graham, Robt. Lyon, Francis McDougal, O. A. Rocque, Wm. Kehoe, Isidore Traversy, H. Lapierre, John Henry.

1874—*Mayor*, J. P. Featherston; *Aldermen*, A. Pratt, C. W. Bangs, Leon David, E. H. Bronson, A. J. Christie, Amos Rowe, John

P. Robertson, W. H. Waller, Thomas Birkett, Francis McDougal, O. A. Rocque, F. X. Groulx, James O'Connor, John Henry, H. Lapierre.

1875—*Mayor*, J. P. Featherston; *Aldermen*, A. Pratt, C. W. Bangs, E. H. Bronson, A. J. Christie, Amos Rowe, John P. Robertson, W. H. Waller, Thomas Birkett, F. McDougal, O. A. Rocque, F. X. Groulx, James O'Connor, John Henry, P. H. Chabot, Leon David.

1876—*Mayor*, G. B. Lyon-Fellows, succeeded at his death by W. H. Waller for the balance of term; *Aldermen*, A. Pratt, G. B. Pattee, E. H. Bronson, James Lang, A. Rowe, John P. Robertson, Thomas W. Currier, F. McDougal, James O'Connor, John Henry, A. De Guise, P. H. Chabot, O. A. Rocque, Thomas Birkett, J. Egleson, P. LeSueur.

1877—*Mayor*, W. H. Waller; *Aldermen*, E. H. Bronson, H. B. Merrill, David Scott, A. Rowe, James Lang, Wm. Henderson, Thomas Birkett, T. W. Currier, John W. McRae, Michael Starrs, P. H. Chabot, George O'Keefe, E. E. Lauzon, J. A. Chevrier, J. O'Connor.

1878—*Mayor*, C. W. Bangs; *Aldermen*, David Scott, H. B. Merrill, Andrew Masson, James Lang, Wm. Henderson, E. C. Barber, J. R. Esmonde, John Stewart, J. W. McRae, George O'Keefe, John Henry, P. H. Chabot, John Clancy, J. A. Chevrier, E. E. Lauzon; *City Clerk*, W. P. Lett; *Treasurer*, T. H. Kirby; *Accountant*, James Lindsay; *Collector*, T. W. Thompson; *City Engineer*, Robert Surtees; *Health Officers (Medical)*, Dr. Lynn (Inspectors), John Brown, Thomas Kilby; *Assessors*, O. A. Rocque, Thomas Gallagher; *Assessment Commissioner*, A. Pratt; *Auditors*, R. O'Reilly, S. Rathwell; *Market Inspector*, J. P. Robertson; *License Commissioners*, James Cunningham (Chairman), James Warnock, Octave Latremouille; *License Inspector*, John O'Reilly; *License Detective*, James O'Connell; *Chief of Fire Brigade*, Wm. Young; *Assistant*, Paul Flavreau; *Supt. of Fire Alarm*, G. F. McDonald; *Assistant*, Emille Turcotte; *Water-Works Commissioners*, James Cunningham (Chairman), Wm. Cowan, James Hope, Thomas Coffey, J. A. Pinard; *Secretary Board of Water-Works Commissioners*, J. F. Cunningham; *Manager*, W. Kennedy; *Collector Water Rates*, John Pennock; *Police Magistrate*, Martin O'Garra; *Police Commissioners (ex-officio)*, the Mayor, County Court Judge (senior), and Police Magistrate.

The newly elected City Council for 1879 are:—*Mayor*, Charles H. Mackintosh; *Aldermen*, (Victoria Ward) Horace Merrill, Andrew Masson, David Scott, (Wellington Ward) James Lang, Peter LeSueur, Wm. Porter, (St. George's Ward) John W. McRae, John Stewart, A. O. F. Coleman, (By Ward) John Henry, George O'Keefe, Michael Starrs, (Ottawa Ward) E. E. Lauzon, J. A. Chevrier, John Clancy; *Water Commissioners*, (Victoria Ward) James Cunningham, (Wellington Ward) James Hope, (St. George's Ward) Wm. Cowan, (By Ward) Thomas Coffey, (Ottawa Ward) E. G. Laverdure.

Nearly everything else of interest in connection with the Municipal history has been referred to under various other heads. The immense strides the City has made is, of course, everywhere apparent, and nowhere more easily proven than by a perusal of the financial statements from year to year. The last published (1877, which the Clerk states to be a fair average for the past few years) is before us, and is quite a respectable-sized volume of itself. From it we learn that the debenture liabilities of the City amount to \$2,187,309.00, of which \$1,049,584 were issued on account of Water-works. Against this they hold assets of \$277,520.74—made up of bank balances, funds invested in bonds, and uncollected rates—the latter item amounting to \$71,723.00. The ordinary Liabilities and Assets Statement shows the former to be \$203,756.64, and the latter, \$604,657.61. Of the latter, however, the large amount of \$118,280.05 is in the shape of "uncollected rates." To sum up, the total liabilities are \$2,391,065.64, and the total assets, \$882,178.35. This, however, is without counting the \$1,014,000 expended on Water-works, which makes the assets foot up to \$1,896,178.35, of which, however, the sum of \$190,003.14 are uncollected rates. This makes the excess of liabilities \$494,887.29, which, if the "uncollected rates" be not counted, is increased to \$684,890.43; and if a further amount of \$19,423.75 reported as "arrears of taxes" be also left out, the liabilities will exceed the assets by the sum of \$704,314.18. The items comprising the assets are as follows:—Water-works, \$1,014,000; real estate, \$372,600; movable property, \$33,581.43; Collector's roll, \$163,456.35; arrears of taxes, \$19,423.75; market arrears, \$1,795.93; cash balances, \$8,900.15.

The statement further shows that there were \$471,605.55 received during the year, and \$466,622.88 expended; also that there were cash balances in hand at the beginning and end of the year respectively of \$177,885.13, and \$182,267.80. The principal items of receipts were: taxes, \$188,633.31; market tolls, rents, and licenses, \$42,827.10; Police Court fines, \$2,025.25; and various school funds and debentures. The chief items of expenditures were: Police Department, \$21,882.32; Fire Department, \$24,342.27; City officials, \$16,138.07; street improvements, \$47,870.94; jail and jury expenses, \$12,347.68; Board of Health, \$4,850.02; printing, advertising, and stationery, \$5,323.34; law expenses, \$3,653.20; street lights, \$15,310.95; market expenses, \$33,823.13; Public School Fund, \$35,367.36; Collegiate Institute, \$7,513.07.

At the meeting of Sept 5th, 1878, the estimates for 1879 were passed. Sweeping reductions are proposed in almost every branch of municipal expenditure, the total estimates for 1879 being but little more than one-half of what was expended in 1877, the only items suffering no abatement being the school interest accounts. The following estimates were adopted:—

Police Department	\$20,170 00
Fire do.	17,530 00
Salaries account	17,223 31
Markets	4,930 00
Board of Health	2,660 00
Street lights	11,168 00
Instalments and interest on mortgages	16,750 00
Jail and jury expenses	8,000 00
Street improvements	12,000 00
Major's Hill improvements	1,130 00
New City Hall	1,500 00
Corporation grants	4,210 00
Interest account	7,000 00
Miscellaneous	12,637 57
Cheques and accounts of 1877 not paid	21,819 42
Public Schools	29,050 00
Collegiate Institute	8,550 00
Debt interest	73,000 00

Total estimated requirements.....\$276,128 33

To raise this amount a by-law was passed fixing the rate to be levied at 19½ mills on the dollar, as follows:—Local rate, 7½ mills; Collegiate Institute, ½ mills; Public School rate, 3½ mills. It is extremely satisfactory to note that notwithstanding the severe depression, and the consequent and necessary cutting down of expenses in every possible direction, there is no material difference in the school allowances, the apparent reduction arising from the fact that in 1877 buildings were in process of erection which have since been completed, and are now in use. This fact alone speaks volumes for the wisdom, enterprise, and patriotism of the municipal rulers of the Capital City.

## THE PRESS.

Though Ottawa has been extremely prolific in the production of newspapers, both as to number and ability, yet but one survives which was started previous to 1869; and it can only claim an antiquity of about a third of a century. The first paper ever published in Bytown was the *Independent*, established in 1834, by James Johnston, afterwards M.P. for the County. Two years later, 1836, the *Bytown Gazette* was started by Dr. Christie, one of the oldest medical men of the place, and at that time Township Clerk and Clerk of the Court. The former was a Liberal journal, and the latter Conservative, but both soon suspended. The next started was in 1842—the *Advocate*, by Dawson Kerr—but its existence was also short. The *Packet* was established later during the same year by Mr. Harris, who was shortly afterwards appointed Crown Lands Agent for Renfrew, when he sold out to Messrs. Friel & Bell. In 1849 Robert Bell became sole proprietor, and changed the name of the paper to the *Citizen*, which it still retains, a full account of its progress and development being given at another place.

In 1849 the *Orange Lily* was started by Dawson Kerr and W. P. Lett, afterwards merging into the *Railway Times*, and soon after subsiding.

In 1855 W. F. Powell established the *Monarchist*. He had previously edited the *Gazette*, as had also Alex. McGibb and Agar Yielding in succession, before that paper finally suspended. In 1856 Mr. Powell sold the *Monarchist* to Mr. Friel, who changed its name to the *Union*. The same year Mr. Burke, son of Colonel Burke, of Richmond, started the *Tribune*, and these two finally merged together under the latter name, and under the proprietorship of O'Connor & Friel, and was published as the official Roman Catholic organ.

The *Banner* was established in 1858, and conducted as a weekly newspaper till 1864, when it issued a daily edition and changed its name to the *Daily News*. It was started and always owned by Andrew Wilson, and of late years ably edited by his son, Andrew C. Wilson, who died in 1872, since which time the *News*, which was once a very influential and widely circulated journal, has retrograded; though it still exists and is issued bi-weekly by the original proprietor.

The *Times* commenced publication in 1865. It was the official organ of the Administration, and a very able paper for some ten years, having a wide circulation and extensive patronage, but it lately suspended.

Then followed *Le Canada*, afterwards *Le Courrier* (1866), the *Evening Post* (1867), *Evening Mail* (1868), *Free Press* (1869), *Morning Herald* (1872), *Evening Star* (also 1872), and *Standard* (1874). The *Mail* soon became absorbed in the *Times*, which shortly announced the post-mortem of the *Post*; the *Standard* didn't stand; the *Star* flickered out; and the *Free Press* only remains.

The *Volunteer Review* had a career, influential in its line, but short—the military spirit of the County not being strong enough to support even a good military paper, such as the *Review* certainly was.

There are now three French publications issued in the City—*Le Federal*, Reform, started in May, 1878, as a campaign sheet; *Foyer Domestique*, established 1876, a monthly review of literature, agriculture, and the sciences; *Gazette des Familles*, a religious, literary, and historical semi-monthly publication, which has been in existence for the past nine years.

There are three English dailies, the *Herald*, *Free Press*, and *Citizen*; and also a bi-weekly, the *Protestant Vindicator*, lately established by F. W. Gowan, son of Ogle R. Gowan, the "father of Orangism in America."

The *Herald* was organized by a Joint Stock Co. in 1877, with W. H. Nagle as manager, who has since succeeded to the proprietorship. It is an "Irish Catholic commercial newspaper," independent in politics, and a morning daily, with weekly edition.

We present an illustration of the magnificent brown-stone building occupied by the Ottawa *Daily Citizen* Publishing Company. The *Citizen* (Daily and Semi-Weekly) is the oldest newspaper published in the Ottawa District, comprising the Capital together with the Counties of Carleton, Ottawa, Russell, Prescott, Renfrew, Lanark, and South Grenville. It was established in 1842 as the *Packet*, but subsequently changed to its present title. A large number of public men have at various times been connected as proprietors—the earliest prominent editors being the late Mayor Friel and the late Robert Bell, M.P. Up to a short time ago, Mr. J. M. Currier, M.P., was one of the leading shareholders, when Mr. C. H. Mackintosh assumed the editorship. The *Citizen* has always been considered a very reliable advocate of the lumber and mineral interests of the Ottawa Valley. In politics it has been a vigorous exponent of Conservative principles, and has established an enviable reputation for supplying early political and general news. For many years the office of publication was at 52 Sparks Street, but the Company removed its business in 1878 to one of the finest and most central locations in Ottawa—106 and 108 Sparks Street. The new establishment is three storeys above the basement—the latter being used as a press-room. Here several large steam presses are constantly running—Hoes and a Taylor—together with a large array of small Gordons, from which some excellent work is turned off. The press room is a model of neatness, and so arranged as to economise time—one of the chief things in a printing office. The engine-room, which contains a Baxter 10 horse-power engine, the folding-room and news-boys' delivery are all in the basement, approached from Queen Street by means of a lane connecting that street with the office. On the first flat—raised above Sparks Street about seven feet—the business office, managing editor's, and reporters' rooms are found—these being fitted up in a comfortable and substantial manner, every facility being provided for easy communication with the press rooms below, and the compositors' department above. The second flat from the basement is occupied by the news and job rooms—these being admirably arranged and supplied with every accommodation. The third flat is also occupied by job



and news hands. Altogether, the *Citizen* has set an example that might well be followed by other publishing houses—the employees being furnished with substantial apartments in which to do their work, and the public every convenience for transacting business with promptitude and despatch. The management has put forth every effort to maintain the financial integrity of the establishment, and from the vigour and earnestness manifested it is evident they must succeed, for the *Citizen* has apparently become one of Ottawa's institutions, its influences, both locally and politically, being acknowledged by all classes. Mr. C. H. Mackintosh, now (1879) Mayor of Ottawa, is the controlling shareholder in the institution, he having been connected with the *Citizen* as editor for several years, and now holding the position of Chief Editor and Publisher.

The *Free Press*, as above noted, was established in 1869 by Messrs. Mitchell & Currier. The history of this paper has been one of continued advance, and the ability and enterprise connected with its management stamp Mr. C. W. Mitchell, its present proprietor, as a live newspaper man. Though Reform in politics, the *Free Press* never gave a slavish support to the party—not even when the Mackenzie Administration was in power, and favored it with an immense printing and advertising patronage—always taking an independent view of all questions affecting the welfare of the public at large, and advocating its views in a style which rendered the journal at once popular and influential—as is proved by the fact that although the City of Ottawa and the surrounding County of Carleton are exceptionally strong in Conservative sentiment, yet the *Free Press* maintains much the largest circulation of all the newspapers at the Capital, and probably greater than all others combined—that of the daily edition being over 3,500, and of the weekly over 4,000, or nearly 8,000 together. The establishment is fitted with all the modern improvements, which combine to enable the *Free Press* Printing Co. to turn out all sorts of work—from “dodgers” to the most elaborately gotten up show bills, and from the smallest pamphlet to the largest official reports or text-books, with the three paramount characteristics so stiffly claimed by every printing establishment, yet so seldom really attained by any—“neatness, cheapness, and despatch.” The *Free Press* was formerly a morning paper; subsequently it issued both a morning and evening edition, and now it issues an evening edition only.

#### THE CITY OF HULL.

Although separated from Ottawa by a great river, and although in a different political division of the Dominion, yet Hull naturally, and by the force of circumstances, assists the political distinctions which separate it from the Capital, of which it is virtually as much a part as any—and more than some of the suburbs surrounding it on the south shore. For this reason alone Hull deserves a place beside Ottawa in any work designed to be a history of the latter; but more particularly for the reason that of all the rich country of the Ottawa Valley, with its Cities, Towns, and Villages, its mines and mills, its factories and workshops, and its great extent of thickly populated agricultural territory, the City of Hull had a “local habitation and a name,” long before the earliest of all other settlements—and nearly a generation before the inception of the great Public Work which gave birth to Ottawa.

Every one knows that Philemon Wright was the founder of Hull; but every one does not know the circumstances connected with its early history—and what more interesting event than the founding of a city? or what more pleasing to revert to than the experiences of the fathers of our country—the men whose wisdom, energy, and manliness have moulded into form, and left us as a legacy, one of the finest Provinces of an Empire on which the sun for ever shines.

Mr. Wright was an American gentleman, born in 1760, at Woburn, Massachusetts—his ancestors having emigrated from the County of Kent, in England. Attracted, probably, by General Simcoe's Proclamation, and “having a large family to provide for,” as he said, he determined to remove to Canada; and with that object in view came to Montreal in 1796 to prospect for a location. Seeing nothing to suit him, he returned to Woburn—coming back to Canada the next year, 1797, and exploring the St. Lawrence country as far down as Quebec; which being still unsatisfactory, he came up the Grand River, exploring the land on both sides as far as the Township of Hull. But being still undecided, though leaning towards the Ottawa Valley as a desirable place for settlement, he returned again to Woburn, and in 1798 again came up the Ottawa; and this visit thoroughly satisfied him of the value and importance of the location. He was particularly struck with the immense quantities of fine timber, and determined on an immediate settlement; but on returning to Woburn, he was unable to hire men to go so far beyond the bounds of civilization—the place being over 80 miles from the confines of the settlements. He succeeded, however, in engaging two reliable neighbors to go with him, view the country, and report to their friends on their return home. They arrived at the Chaudière Oct. 1st, 1799 (the third visit for Mr. Wright), spent 20 days in exploring the Township of Hull; and returned with such a satisfactory report that Mr. Wright had no difficulty in procuring all the men he wished. He at once hired 25 men, and gathering together mill-irons, axes, scythes, etc., etc., he started with 14 horses, 8 oxen, 7 sleighs, and five entire families—the train being loaded with pork, flour, grain, and all necessary supplies. Leaving Woburn on the 2nd February, 1800, they arrived in Montreal on the 10th; whence, after a short stay, they proceeded on their route, arriving at the farthest settlements, and end of all roads, on the night of the third day—having yet over 80 miles to accomplish through a forest where, had there been roads, they would have been impassable from the greath depth of snow. After almost indescribable difficulties, cutting and breaking roads, sleeping in the snow, etc., etc., they found it impossible to advance through the forest, and took to the ice—guided by a strange Indian, whom they met in the forest, for six of the last days of their journey. They arrived at the Chaudière, however, without accident, on the 7th March, “and immediately,” says Mr. Wright, “with the assistance of all hands we felled the first tree—for every person that was able to use an axe endeavored and assisted “in cutting.”

Chopping and clearing commenced at once, and with great vigor; and with its commencement came the Indians from their adjacent “sugaries” to wonder and admire. They had a great pow-wow—received each a drachm of rum, and retired happy. They continued very friendly for about 10 days, receiving small presents, and making returns of sugar and venison. Soon, however, becoming dissatisfied, they procured an interpreter named Geo. Brown, a clerk of the Nor-West Fur Co., who had married an Indian woman; and coming down to the little

settlement in solemn procession, demanded, through Brown, by what authority the palefaces were cutting down their wood and taking possession of their land. The parley, as related by Mr. Wright, was amusing, though it threatened at one time to assume a serious character. The substance of it was that they were told by Mr. Wright that his authority was from their Great Father across the water, and from Sir John Johnson (Indian Agent). They affected not to believe that their Great Father would send any one to destroy their sugaries and hunting grounds without first consulting them, and advised the palefaces to “take a walk.” They were answered that nothing had been or would be done without proper authority, which would be produced when regularly called for; and that any injury to the whites or their property would be made good by Sir John Johnson, holding back their yearly dues. After a very long “Council” the business was temporarily settled by promising them cash for all the sugar they could make, whereby they would be saved the journey to Montreal.

When the sugar season was finished the Indians brought in the product, and demanded Five Pounds for it, which was readily paid—it being worth many times that amount; when they demanded the further sum of \$30 for their lands. This was the beginning of another long council; but Mr. Wright was firm—knowing that if he once gave way in the least, he might as well step down and out. He however promised them to go to Montreal to see Sir John Johnson “the next moon,” and abide by his decision. The Indians swore by Sir John, and consequently agreed, and Council No. 2 was adjourned till “next moon.” According to promise Mr. Wright went; and returned again in due course with a message from Sir John to the Indians, to the effect that they must not annoy the palefaces; whereupon they took a different tack—hailed Mr. Wright as a Chief, and crowned him as such—all the squaws kissed him—the “braves” buried the hatchet with profound and solemn ceremonies—and they feasted Mr. Wright and his party for a week on all the delicacies of an aboriginal *cuisine*, from roast dog and musk-rat to broiled rattlesnake and skunk.

Henceforth Mr. Wright, as a Chief, was never molested, and everything went on swimmingly. His cattle took to the woods and grew fat on browse and rushes, for which they deserted good hay brought all the way from Montreal. Everything went well, and the operations of the first season in the backwoods of Canada are thus summed up:—“The year 1800 was spent in clearing land, building, and raising vegetables “and roots. Among the latter were about 1,000 bushels of potatoes, “which we put into the ground (to keep them through the winter), but “unfortunately, so deep that we lost the whole of them by rot, occasioned by the heat of the ground. We prepared land for fall wheat, “and sowed 70 bushels on 70 statute acres, and prepared 30 acres for “spring wheat and peas; besides spending a great deal of time in “travelling back and forth to Montreal for provisions.”

In the winter of 1800-1 Mr. Wright took all his men who wished to go back to Woburn, paid them off, and procured fresh hands. Most of the old ones returned a year later and took lands from Mr. Wright. In the spring of 1801 he sowed 30 acres of spring wheat (as early as March); and in the autumn his wheat crop (100 acres in all) far more than filled his barn (75x36x18); and when it was threshed, yielded considerably over 3,000 bushels. The wheat taken from a single measured acre yielded exactly 40 bushels. During that autumn he surveyed the Township of Hull, placing 377 posts, defining its limits as 82,429 acres—the survey costing him about £900—being expensive on account of the Gatineau running at an angle through its entire length. The same autumn, “after closing fall work, I issued a notification that “any person who understood farming and wished to obtain land would “be supplied on application to me on advantageous terms; and I “would also lend them wheat and other seed until they could raise a “sufficient quantity on their own farms to repay me.” Under these liberal conditions the settlement grew and prospered; and in 1802 Mr. Wright built a grist-mill, which added much to his own profits and the conveniences of the whole settlement.

In 1803 he built a saw-mill at a cost of £800; and in 1804 erected a hemp-mill at a cost of £300, a blacksmith shop with 4 forges and 4 pairs of bellows, worked by water-power, a shoemaker-shop, a tailor shop, and a large bakery. “Before I established these different “branches,” says Mr. Wright, “I was obliged to go to Montreal for “every little article in iron-work or other things I stood in need of. “When I commenced these works the number of men in my employ “was about 75, engaged in the different mechanical trades and agriculture. I also commenced a tannery on a large scale, obtaining from “New York a cylinder for grinding bark, driven by water-power; and “commenced making roads and building bridges.” Thus things stood in 1806, when Mr. Wright commenced the first lumber business in the Ottawa Valley, under circumstances narrated in connection with the lumber interests.

In 1808 a great misfortune happened the settlement, the particulars of which we will let Mr. Wright tell in his own words:—“Unfortunately for me, on the 8th of May, 1808, my mills were burnt, and not “my mills only, but a large quantity of boards and planks which were “preparing for the Quebec market. I had not a single piece of board “for my use without either chopping it with an axe or obtaining it “from a distance of over 80 miles, except what was on my buildings. “This loss was most severely felt, and came very near destroying the “settlement. There was no insurance effected on the mills, and this “loss, indeed, made me almost despair of ever recovering it, or doing “any further good upon the settlement; and I was about to quit it, but “my sons advised me not to despair.” It should be mentioned that these were mostly new mills, built partly in the place of three old ones (including the hemp-mill) which were accidentally burnt shortly after the hemp-mill was erected. Mr. Wright continues:—“It was “also a loss to the whole settlement, as the greater part of our corn was “in the mill, and burnt, with the exception of seven bushels of flour, “which was taken therefrom the night previous; and to see the distress “occasioned by this accident was most affecting. The square timber “lying afloat was saved, and with it I came to Quebec, and returning “as soon as possible, commenced a new saw-mill—setting all hands to “work I could obtain, and finishing the mill in 60 days; after doing “which, I commenced a grist-mill, which was also finished in the Fall “of the year. During this period we were obliged to obtain provisions “from Montreal.”

Henceforth affairs prospered at the Hull settlement. By 1812 Mr. Wright had recovered from the loss of four years back, and had about 100 men employed in the timber business, and on the farms, besides those in his various shops. In 1813 he greatly extended operations—building

houses for his men, roads and bridges, extensive barns, sheds, etc., and a “large distillery (40x80) with every article necessary for the establishment, with a shed 500 feet long, and troughs to receive the wash, “for the benefit of the cattle and hogs.” His farming operations were also successful. He says:—“At the finishing of threshing we measured “up 3,000 bushels. These 3,000 bushels cost me \$2,000—for which I “was offered \$9,000 where it stood—the price being high on account of “the war.”

It is unnecessary further to follow the progress of the settlement through all its developments, which have continued with certainty and steadiness, till the result to-day is a manufacturing city of leading influence and importance. What is above stated may be counted as literally correct in every particular—being the substance of an account given personally by Mr. Wright in his examination before a Committee of the House of Assembly of Lower Canada in Dec., 1820. Concerning Mr. Wright himself, the archetype of honor, honesty, and true manliness—the pioneer of the Ottawa, and the founder of a City—we can but repeat the observations of a commentator, who says (1870):—“Up to “1824 this really remarkable man had, in 24 years, cleared 3,000 acres “of land, and in that year was the owner of 4 large farms—made annually 1,100 tons of hay—had 756 acres in grain and roots, with stock “and pasturage in proportion, while his buildings were valued at “£18,257; and the sum total of his farms, stock, and buildings at “£57,068 15s. But he had done more than this. He had opened “roads for a distance of 120 miles through the lower Townships, along “the river shore to Montreal, and had built the Village of Wright (now “[1870] the Town of Hull), pleasantly situated, south-east angle of “the Township, containing a handsome church with a steeple 120 feet “high, a comfortable hotel, and several other public edifices. In 1828 “the population consisted almost entirely of Americans, and amounted “to 1,066. Hull then had 3 schools, 2 tanneries, 12 lime-kilns, 4 saw-mills, 2 distilleries, and other manufactories to correspond. Now “(1870) the population is chiefly French Canadian—although the ruling “spirits are Americans or their descendants—and consists of about “5,000; there being 1,000 houses, large steam factories, and all the “trades necessary for a thriving community. Mr. Wright is buried in “the little cemetery on the Aymer Road, westward of the Town which “he founded; having died full of years and honors, leaving behind “him the happy memory of a fame unsullied, and a name imperishable.”

Of Mr. Wright's descendants one grandson, Wm. McKay Wright, M.P., represents the County of Pontiac, P.Q., and another, Alonzo Wright, M.P., the County of Ottawa, P.Q., in the House of Commons. Both are immensely popular gentlemen. The latter is familiarly known as the “King of the Gatineau,” and was returned at the general election of 1878 by the largest majority received by any successful Parliamentary candidate in the Dominion.

Hull had no existence as a separate corporation till 1875, having been up to that time a part of the Township of the same name, for purposes municipal. It was incorporated as the City of Hull, however, by Cap. 79 of the Provincial Statutes of Quebec, on the 25th February of the above year; and the following gentlemen composed the first City Corporation:—Mayor—Geo. J. Marston, Sr.; Aldermen—E. J. Faulkner, N. A. Trudell, Damien Richer, Chas. Delude, Edward Simays, C. C. Bingham, Wm. Feely, H. J. Richer, F. X. E. Gauthier; Sec.-Treas.—J. O. Archambault, succeeded before the expiration of the year by I. O. Laferriere, who still retains the position. The Mayor for 1876 was H. J. Richer; and for 1877, C. C. Bingham. The City Corporation and Officials for 1878 are as below:—Mayor—C. E. Graham; Aldermen—E. B. Eddy, Chas. LeDuc, C. W. Lord, Geo. J. Marston, Sr., C. C. Bingham, E. d'O. d'Orsonnens, A. Rochon, W. H. Lyons, P. D. Chéné; Recorder—J. A. Champagne; Sec.-Treas. and Clerk of Recorder's Court—I. O. Laferriere; City Engineer—John A. Snow; Market and License Inspector and Chief of Police—Saml. Salter; Auditors—Abel Waters, G. G. V. Ardouin.

The extent of area comprising the City limits is described in the Act of Incorporation as being Lots 1 to 7, inclusive, in the 3rd and 4th Ranges, and parts of Lots 1 to 4, inclusive, of the 5th Range of the Township of Hull, and all that portion of the Township of Templeton lying to the west of the Gatineau.

The assessed valuation of the City is \$994,137.00, which is probably less than one quarter of the real value—as an instance of which, the Eddy property alone is valued at over \$1,000,000, though assessed for only \$134,000.00. The Public Improvements include three markets in different parts of the City (the City Offices being in the one known as “Hull Market”); and a sewerage system, constructed principally in 1877, during which year over \$6,000 were spent on the work. The streets are in good condition, and during the same year \$5,165 were expended on sidewalks, independent of large amounts expended by private parties. The City has a Volunteer Fire Department of hand-engines, in addition to which they have an arrangement as to the use of the Eddy Brigade—that gentleman having a fire-steamer of his own, and a large and efficient Fire Brigade. During the past year the Corporation constructed a large number of hydrants throughout the City for a supply of water for fire purposes. The population seem to be a particularly law-abiding one, as only three policemen are required to enforce a due observance of the Statutes.

The Educational and Religious interests are creditably represented. There is a R. C. Cathedral, erected by the Oblat Fathers at a cost bordering on \$50,000.00, a Presbyterian, and an Episcopal Church. The Grey Nuns have a Young Ladies' Academy in successful operation—a splendid, large brick edifice, capable of accommodating over 100 students. There are 2 model schools (1 for boys and 1 for girls), and 11 elementary schools (5 for boys and 6 for girls), under charge of the School Commissioners; and 1 large school, comprising 3 different branches, controlled by the “Dissentient Minority School Board.” The latter are Protestant Schools, corresponding with the R. C. Separate Schools of Ontario; and the former correspond with the Ontario Public Schools.

The manufactures of the City, which are very extensive, are chiefly in connection with forest products, and have been referred to in the sketch of the lumber interests. There are in addition two very extensive flour mills—those of H. McCormick & Son and McLeod & Esplin; while Wright's Lime and Cement Works are among the finest and most extensive of the kind in the country; and J. R. Booth has a large furniture factory giving employment to a great number of hands. Hull is in fact a manufacturing City—and as such, belongs inseparably to Ottawa, as it does also in its commercial relations, the wholesale, and a greater portion of the retail, trade being done with the merchants of the



Capital; though there are a number of fine stores on the North Shore. Being the Depot and present terminus of the Q. M. O. & O. R. R., great activity in business has sprung up—particularly in the trade between Ottawa and Montreal and the East—the distance between the commercial and political metropolis being shortened by the new route to 117 miles.

The County Council of Ottawa County meet at Hull, although Aylmer, 8 miles up the Ottawa, is the *Chef Lieu* of the Ottawa District, including the Counties of Ottawa and Pontiac. Though founded long after Hull, Aylmer was incorporated long before it, becoming a Town on July 29th, 1847, with Charles Symmes as its first Mayor. It is the Judicial Seat of the District, and the Jail and Court House and all the public offices are here located. It is a pleasant Town of 2,000 inhabitants, having telegraphic and daily mail facilities, a Convent of the Grey Nuns, several good schools, a number of fine churches, stores of all kinds, first-rate hotels, large steam mills, many exceedingly fine private residences, and a large number of professional men, and men engaged in skilled mechanical occupations.

The prosperity of Hull being so very largely dependent upon the lumber trade, of course fluctuates with that interest; and the recent depression has quite naturally had its influence on the place—and to so great an extent have unpropitious circumstances conspired to its retardment, that although it contained 10,000 souls when incorporated in 1875, its population at the present time barely reaches 8,000. The City is classed with Ottawa under the Exceptional Postage Rates Act, and in mail and telegraphic facilities has the most ample accommodation. There are many exceptionally fine suburban residences in the City, which is a very pleasant place to live in—at the same time by far the most important suburb of the Capital, and altogether a City quite worthy of perpetuating the memory of so noble a founder as Philemon Wright.

### NEW EDINBURGH.

This incorporated village is a very important suburb of the City of Ottawa. It is situated in the western corner of the Township of Gloucester, of which it was a part until 1866, during which year it was incorporated by special Act of Parliament.

The land over which its area extends was originally a part of the estate of Hon. Thos. McKay, for many years one of the leading men of the Ottawa Valley—particularly the neighbourhood of Old Bytown—in all matters tending to the development of this section of the country. He was a Scotchman by birth, and a stone-mason by trade, who left his native land—as have thousands of others before and since his time—poor, though with a store of natural good qualities which riches cannot buy, but by the application of which they can always be obtained.

Among the first mechanics who flocked to Bytown to work on the locks of the canal was this man, who was destined afterwards to become one of the chief citizens of the subsequent Capital of the nation. It is told of him that on his advent to Bytown he had absolutely nothing of his own, except the clothes he wore and a common mason's trowel; while others who claim to know—particularly John Robertson, now of Nepean, who knew him in his native land, and was his foreman and confidential clerk for near four years during the building of the Bytown Locks—say that he had made £10,000 sterling from contracts which he had completed on the Lachine locks before coming to Bytown. However that may be, he immediately procured employment on the stone bridge afterwards named the Sapper's Bridge, then being built by Col. By. The story goes that when the ceremony of placing the cope-stone took place, under the personal supervision of Col. By, a difficulty was unexpectedly encountered, which caused two or three unsuccessful attempts to be made—whereupon one of the workmen jumped forward, crying, "Stop a little, and I'll fit it in its place," at the same time suiting the action to the word, and placing the key-stone with the greatest apparent ease. To this act, performed at the opportune moment, Thomas McKay—who was the one performing it—owed his future success; for thereby his sagacity and quick perception were brought before the notice of Col. By, who saw in him a man thoroughly understanding the practical parts of a mason's trade, and whose energy he rightly judged should recommend him as the one to manage the building of the locks, then about being commenced. The result of it all was that Mr. McKay succeeded in obtaining the contract for the building of the locks at prices based upon the supposition that the stone and sand were to be procured from the North Shore. Subsequently, through his influence with Col. By, he succeeded in having a certain clause of the contract altered, by which he was allowed to procure the material anywhere he pleased, without any reduction in the scale of prices—and as he was able to get any desired quantity in the immediate vicinity to the locks, the contract turned out an exceedingly remunerative one. This was the foundation of his great fortune, which was from time to time increased by prudent and fortunate speculations in real estate.

Almost his first venture in this line was the purchase of some 1,000 acres of land bounded on the south-west and north-west by the Rideau and Ottawa Rivers—from the corner of which estate the portion now forming the incorporated Village of New Edinburgh was subsequently taken.

The early history of this village is very intimately identified with that of Mr. McKay. Soon after his purchase of the above property he built a saw-mill on the site now occupied by Blackburn & Co.'s woollen mills; and shortly after a grist-mill in close proximity. The "New Edinburgh Mills," owned by McClymont & Co., on the Ottawa side of the Rideau—were also originally built by him. His wealth and the position which attached to it—together with his personal abilities, led him into participation in public affairs. He was the first Warden of the District of Dalhousie, in 1842—a position to which the incumbents were then chosen by the Governor. He was the representative in the Legislative Assembly for the County of Russell, and subsequently a member of the Legislative Council. He built, and occupied as his residence, the present official residence of the Governor-General, "Rideau Hall." He died full of years and honors, and out of a family of five sons and four daughters, none of the former remain to perpetuate the name of one of the best specimens of Canada's self-made men. One was drowned in the Ottawa, and three others died in early manhood. The one who longest survived was Charles, an officer of the Highlanders, who served with distinction through India in the days of the Sepoy mutiny, and performed gallant service at Lucknow and Delhi. The only of his daughters who settled in the vicinity of their home were Mrs. Clark, of New Edinburgh, and Mrs. T. C. Keefer—wife of the celebrated engineer.

From the amount of business carried on, and the improvements introduced at New Edinburgh, by Mr. McKay, it is not to be wondered at that it very early assumed quite a village air. Among those who were settled there previous to 1842, when the new District was formed, were the following:—James Allen (shoemaker), John Askwith (carpenter), James Blackburn, Robert Blackburn, Burritt, Ballantyne (carders), Blythe (cooper), James Bissett (weaver), John Beckey, Patk. Brennan (cooper), Michael Brennan, Baker (clothier), Robert Boyce (farmer), Chas. Bray (miller), Browne (storekeeper), Carr (carpenter), Carr (tailor), Clark (gardener), Clark (plasterer), Clements (a Sapper), Croll (father of Rev. Mr. Croll), John Campbell (farmer), T. Dempster (carder), Patk. Daly (coachman to Mr. McKay), Thos. Evans (weaver), John Ferguson, Mrs. Fellowes, John Grieves (weaver), Donald M. Grant (clerk), George Gray (cooper), Robert Gray (mason), Thomas Gillespie (weaver), Robert Hutchinson (miller), George Hay (storekeeper), Capt. Hunter, Peter Heath, (blacksmith), James Henry, John Halliday (weaver), Hanly (baker), Henderson, Inglis, John Irvine (carder), John Jones, Jenkins (spinners), Robt. Kenley (cooper), Kiddy (millwright), John Lumsden (clerk), Mrs. Logan (widow), William Logan (carder), Robert, George, and W. Lang, Little (coachman), D. Morris, Maxwell, Moffatt (miller), Massey, Melville (clothier), Andrew Mason (miller), Donald Mason (builder), Henry McCormick, Thomas McCloy, Richard McConnell, Peter McDonald (farmer), Patk. McEwen, L. McFarlane, McGinnis (clerk), McGinnis (mill-hand), widow McGee, James McIntosh (gardener), Alex. McIntosh, Thomas McKay, John McKinnon (banker—a son-in-law of Thos. McKay), Peter McLean, Andrew McLean (gardener), McLeod (miller), Isaac McTaggart, Jas. Ogilvie (shoemaker), Donald Paisley (dyer), Jas. Reid, Stirling (brewer), Shaw (miller), James Stevenson (banker), Alex. Scott (baker), Sleeman, Robert Spittal (carpenter), Alex. Spittal, David Scott (storekeeper), Sherwood, David Templeton, Robert Tink, Robert Turnbull, Wm. Turnbull, Mrs. Thompson (who kept the Village Inn), Mrs. Urquhart, Andrew Wilson (carder), John Wilson (millwright), Whitehead, D. Wardrope (teacher—subsequently the Rev. Mr. Wardrope), and Thomas Young (carder).

The village kept advancing with a steady though not rapid growth, and in 1866 it was incorporated by special Act of Parliament—the population not yet having reached the required number under the General Act.

The first election of municipal representatives resulted in the unanimous return of Robert Blackburn for Reeve, and H. O. Burritt, John Bray, Joseph Sherwood, and Robert Surtees, C.E., as Councillors; and at their first meeting, held January 21st, 1867, the following municipal appointments were made:—Thomas Tubman, Clerk, (a position he has ever since retained); John Henderson, Treasurer; Albert French and Alex. Lumsden, Auditors; James Blackburn, Assessor; James Allen, Collector; R. Tink, Overseer of Highways; James Maxwell, Pound-keeper; Robert Clarke, Inspector of Licenses; James McKenney, Constable; and James Ferguson, Fire Warden. The following are the names of the Councillors for the several years between the above date and the present:—

1868.—R. Blackburn, Reeve; and Messrs. Bray, McGinnis, Sherwood, and Surtees, Councillors.

1869.—Same Reeve; Messrs. Irvine, McGinnis, McLeod, and Surtees, Councillors.

1870.—R. Surtees, Reeve; and Messrs. Bell, Bray, McGinnis, and Sherwood, Councillors.

1871.—R. Blackburn, Reeve; and Messrs. Bray, McGinnis, Sherwood, and Surtees, Councillors; Mr. Blackburn also served a part of the preceding year as Reeve, Mr. Surtees having resigned to assume the position of Architect on the new Court House in Ottawa.

1872.—Same Reeve; Messrs. Duff, McGinnis, Sherwood, and Surtees, Councillors.

1873.—R. Surtees, Reeve; Messrs. Duff, McGinnis, Sherwood, and Woodburn, Councillors.

1874.—R. Surtees, Reeve; Messrs. McGinnis, Saul, Sherwood, and Woodburn, Councillors.

1875.—R. Surtees, Reeve; Messrs. Dawson, Henderson, McKenney, and Woodburn, Councillors.

1876.—John Henderson, Reeve; Messrs. Dawson, Sims, Woodburn, and Dr. Wilson, Councillors.

1877.—Same Reeve; Messrs. Dawson, McGinnis, Sims, and Dr. Wilson, Councillors.

1878.—John Henderson, Reeve; Messrs. W. F. Dawson, Alex. McGinnis, H. F. Sims, and Dr. W. Wilson, Councillors; Thomas Tubman, Clerk; Wm. Graham, Treasurer; Robert McCracken, Assessor; Samuel Savage, Collector; James Allen and J. W. Proctor, Auditors.

One remarkable thing about the Municipal representation of New Edinburgh is that although the *personnel* of the Village Fathers has always been above the average, there has scarce ever been an election contest—almost every set of Village officials being elected year after year by acclamation.

The Village has a Town Hall, erected some thirteen years since at a cost of \$1,200, for the double purpose of a hall and school-house—for which latter purpose it also continued to be used till 1875, when the Corporation built a splendid new brick school at a cost of over \$6,000. It is claimed that this is now the finest school building and the best school in the County outside of the City of Ottawa. It has accommodations for four teachers, but only three are thus far employed. Whether as an architectural edifice or an educational institution, the New Edinburgh school is certainly a credit to the Village. The present Trustees are John Anderson (Chairman), David Mathieson (Secretary-Treasurer), Alex. McGinnis, Peter McDonald, Robert Surtees, C.E., and Robert Clarke; and the teachers are Mr. McJanet (Principal), Miss Mary Christie, and Miss M. McGregor.

The statistics of valuation, &c., as returned by the Assessor for the present year are as follows:—

Area (acres).....	134
Population.....	891
No. Ratepayers.....	218
Value of Real Property.....	\$293,250
Value of Personal Property.....	14,200
Amount Taxable Income.....	2,000
Total.....	\$309,450

No. of Cattle.....	39
No. of Horses.....	57

Of the latter, 34 are owned by the Street Railroad Company, who have their head-quarters in the Village.

The communication to other points lies *via* the New Edinburgh bridges (across which the Street Railroad runs), and the Ottawa Street Bridge, over the Rideau to Ottawa—up the right bank of the Rideau to the junction of the "King's" with all the other leading roads east of that river, at Cumming's Island—and by ferry to Gatineau Point every 30 minutes.

It is the seat of the Vice-Regal residence, "Rideau Hall," fully described elsewhere, and also the home of a large number of wealthy men, some of whom have erected private residences of immense value, both houses and grounds being designed with special regard to artistic beauty, and in keeping with the cultivated tastes of the owners.

Among the private residences which may be called really very fine ones are those of J. M. Currier, M.P., Robert Blackburn, M.P., Judge Richie, of the Supreme Court; Judge La Fontaine (superannuated), Dr. Bell, Malcolm McNaughton, Thomas C. Keefer, C.E., J. M. Clarke, and Mrs. McKay, widow of the late Hon. Thomas McKay.

The public improvements—in addition to the Street Railroad—consist of water and gas supplies—branches of the Ottawa systems; and the place has two telegraph offices, two in-coming and three out-going mails daily—besides being included with the City of Ottawa under the Exceptional Postage Rates Act. J. W. Proctor is Postmaster.

The business part of the place contains three first-rate general stores and a number of groceries, one shoe shop, one tailor shop, two butcher shops, Paterson & Law's foundry, McClymont & Co.'s grist and flouring mills, and Blackburn & Co.'s woollen factory.

This latter, as being the only one of any extent—not only in the County, but anywhere short of the St. Lawrence shore—deserves a brief description. The buildings in which the manufacture is carried on are three in number, situated adjacent to each other, and in close proximity to both the Rideau and Ottawa Rivers at the point where the former tumbles into the latter, over the precipice known as Rideau Falls. First, there is the office and ware-room, a large handsome two-storey stone building, about 100 x 60 feet in size, whose name implies its use. The wool is received here and sorted by hand, before being forwarded to the dyeing and scouring house—and after going through the various processes of manufacture it again returns in the form of finished goods, where tons of it can at any time be seen ready for dispatch to the various wholesale centres. The stores and supplies used in the process of manufacture are also kept in a part of this building, which likewise contains the office.

The main building is about 120 x 60 in size, and consists of two storeys above ground, and two basements. In it is placed the motive-power which controls the machinery of the entire establishment. This is supplied by a large Leffel Turbine water-wheel, and an idea of the power required may be imagined from the fact that the belt driving the main shaft is 30 inches wide. There is also a powerful steam boiler in this building, from which the establishment throughout is heated in cold weather, by steam. This building also contains the cards, and the spinning, fulling, and finishing appliances.

The third building is of equal height and depth with the above, but smaller—60 x 75, or thereabouts. It contains store rooms for colored wools, the dyeing and scouring apparatus, and the looms.

Without undertaking to describe in detail the minutiae of the various processes of the manufacture, we might simply refer to them as they successively occur. First, the wool is hand-sorted, and sent to the scouring and dyeing house, where these processes are performed almost entirely by machinery. Then, after drying, it goes through the "pickers," after which it is carded, spun, spooled, warped, and woven in succession. It is then sent to the finishing-room, where it is first burred, then fulled, then gigged or napped, then tented in the tenter-room, after which it is stretched and dried. Following this process, it is shorn of its nap and pressed, when nothing remains to be done but the measuring, weighing, packing, ticketing, and despatching to the show-rooms.

From the time the wool is taken in hand by the sorter, the whole process occupies, in the ordinary course, about ten days; though on special occasions it has often been completed in four days, and in some instances as quickly as three.

Throughout the various stages, most interesting exhibitions are everywhere observable—the intricate and beautiful machinery doing its work in such a manner as to excite the wonder and admiration of the uninitiated. The machinery is all of the latest and most approved designs. They have 930 spindles, 720 of which are on a pair of Platt's self-acting mules, manufactured in Oldham, England—said to be the best in use. The rest of the machinery is all American—including 210 spindles on jacks, four sets of triple cards, a twister, by Davis & Furber, of Andover, Mass., warper, fourteen looms, napper, shearer, &c.

The mills were purchased in 1871 from Joseph McKay & Bros., of Montreal, and with the exception of a few intervals during which they were shut down for repairs (including the winter of 1876-77) they have been running full and uninterruptedly ever since. The property was purchased at a great bargain by the present owners for \$40,000, having cost several times that sum originally.

The mill employs about 75 hands, two-thirds of whom are women and girls. The grades of cloth manufactured are now confined to coarse and medium tweeds exclusively—though they at one time manufactured fine goods and blankets. They have facilities for manufacturing over 1,600 pounds of wool daily, or over 500,000 pounds in a year. They have handled as high as \$120,000 worth of wool in a season. They get this in about equal quantities from the local Canadian and the foreign markets. Immense bales of South American wool can at all times be seen in their warehouse. The foreign wool comes chiefly from that country, though they procure some from England, Australia, and the United States. The principal supplies in the way of soaps, oils, &c., are procured from Montreal, the acids from Brockville, and the "teazles," which are a curiosity in their way, as well as the most valuable instrument yet discovered in the "napping" process, are only grown in the vicinity of Schenectady, New York. At present they are manufacturing 450 to 500 yards of cloth per day, all of which is sold in the Montreal, Toronto, and Hamilton markets—chiefly the former. We did not learn the first cost of their manufactures, but they are of grades which retail at 45c. to 70c. per yard.

Altogether the New Edinburgh Woollen Mills are very complete in every respect, and form a very important adjunct to the material resources of the Village in which they are located. For a very interesting and instructive visit of inspection we were indebted to the courtesy of Robert Blackburn, M.P., President of the Company, and Mr. French, the obliging Secretary.

Not the least pleasing adjunct to the Village is its facilities for religious worship. There are two very roomy and handsome stone churches



—one Episcopal, the other Presbyterian. The latter was built some five years since at a cost of \$6,000. Rev. J. C. Cameron is the minister. The former is older, and not quite so costly—though of fine proportions and attractive outline. There is also a rectory connected with it, and the Rev. Mr. Harrington is Rector. It perpetuates the memory of the Martyrs, in the name of St. Bartholomew, and is the church which the late Governor-General always attended. Lady Dufferin, who took a great interest in it, inaugurated and managed a bazaar in its benefit during the last season of her Canadian residence.

Another institution of uncommon merit in its line, and one which deserves mention, is Beechwood Cemetery, situated on the eastern borders of the Village. It was organized some years ago under the Public Cemetery Act, and 185 acres of land were purchased, chiefly from the McPhail estate. The natural location and topography of the grounds, and the nature of their surroundings, are claimed to be unequalled. Very large sums have been spent in laying out roads and drives, and augmenting the natural beauties of the place by a system of landscape gardening, which have conduced to transform it into an almost fairy scene of ever-changing and delightful view, as hill and dale give place to each other in succession. All such recognized requisites as residences for superintendent and gardeners, vaults, greenhouses, &c., &c., are not wanting; and everything is complete to the minutest detail. There are a great number of magnificent monuments marking the resting-places of those whose mortal remains are therein interred. Lots in the cemetery range in price up to \$50 per square foot, and none lower than \$25.

What we have thus far said of New Edinburgh leaves little remaining to establish what is a generally admitted fact—that it is a very pleasant Village—the most pleasant in fact of all the suburbs of the Capital.

### RICHMOND.

In point of age the "Military settlement of Richmond" is the oldest in the County of Carleton of any extent whatever, though, as explained in the early history of the County, there were some dozen or more families located in as many scattered and isolated positions throughout the County before its time, some as early as 1811, whereas the Richmond settlement was not formed till the autumn of 1818.

Those who formed it were discharged officers and soldiers of the 99th and 100th Regiments of the line. They had been consolidated on the close of the war of 1812-15 into one regiment, bearing the former number, and stationed at Quebec. After the final re-establishment of peace in Europe following the overthrow of Napoleon, the British Government decided upon reducing their military organization, and the newest regiments, or those with the highest numbers, were the ones first submitted to the reduction process. Among these was the 99th, which was disbanded during the summer of 1818 at Quebec. Many, both officers and men, of this regiment accepted the terms then offered by the Government to new settlers, and a large number of them having decided on the neighborhood of the Upper Ottawa as a permanent location, sailed for their destination on the 28th July of that year. When leaving Quebec the British man-of-war which bore the Duke of Richmond, then arriving to assume the Governor-Generalship of the British Colonies of North America, passed into the roads close by the vessel which bore the emigrants from the 99th, and to this fact was due the naming of "Richmond" by the men of that regiment after it became an established fact.

In due time the settlers arrived in Montreal, from which place they embarked in batteaux for the Upper Ottawa, and finally landed about the middle of August on the South Shore, just below the Chaudière Falls, and encamped on what is now called "the Flats," which they named "Richmond Landing," an appellation which clung to it for many years. The wives and families of those who formed this military colony numbered several hundred, and they pitched tents and built huts on the Flats in which they lived during the balance of the summer, till their husbands and fathers had selected a location for their future homes, made the immediately necessary preparations for their reception, and cut a road, as they called it, the first in the County, between "Richmond Landing" and the Goodwood River, at Chapman's, now Byers's, which followed almost the identical track of the present "Richmond Road." From its terminus they ascended the Goodwood to the foot of the Rapids, where they had decided upon building the town of Richmond.

By the time the families of the settlers got to their destination it was late in the autumn, and many of them suffered severely from the inclemency of the season before getting structures erected to shelter themselves from the Arctic blasts of this inhospitable clime. Mrs. Taylor (then Mrs. Hill) moved into her new house, from under canvas, the day before Christmas. Many had not yet got places to shelter themselves, and some continued to live all winter in the rudest huts, which formed little or no protection to cold and storm. One man, Wm. Dennison, of the old 99th, died during the winter from exposure to extreme cold, and a woman named Osborne, belonging to the settlement, was frozen to death while returning from "Richmond Landing." But notwithstanding the many and severe trials which afflicted them, they might have fared far worse but for the forethought of the Government officials, and the liberality of the Government. All were supplied with one year's rations free, and each head of a family received the following necessary tools, etc., to help in hewing out his new home from the wilderness: 1 axe, 1 broad-axe, 1 mattock, 1 pickaxe, 1 spade, 1 shovel, 1 scythe, 1 drawing-knife, 1 hammer, 1 hand-saw, 2 scythe-stones, 2 files, 1 camp-kettle, 1 bed-tick, 1 blanket, 12 panes glass, 1 lb. putty, 12 lbs. nails (in 3 sizes); besides which to every five were allotted a cross-cut saw, whip-saw, and grind-stone; and the Richmond settlement were supplied, in addition to all these, with two complete sets of carpenters' tools and two sets of blacksmiths' tools.

As an interesting relic of the days of the early settlement, Mrs. Taylor still retains an old cupboard containing the identical 12 panes of glass, originally drawn by her former husband, Sergt.-Major Hill, in 1818.

Col. Burke, a Brevet Major of the 99th, was the "Superintendent" of the settlement; Col. Lyon, Captain of the old 100th, was the Pension Agent; Major Ormsby, late Capt. of the 99th, was Commissary, and Sergts. Hill and Fitzgerald were Clerks in the Commissary's office; Capt. Lyon was later succeeded by Capt. Pindy, who came from Perth to attend to the duties of his position. For a number of years after the early settlement, several hundred pensioners were paid at the Richmond post. We can only now get at the names of comparatively a very few. The following were among those who came in 1818, and very shortly after:—Bvt.-Major Burke, Capt. Lyon, Capt. Lewis, Capt. Lett, Maj. Ormsby,

ex-Surgeon Collis, Lieut. Maxwell, Paymaster Whitemarsh, Capt. Bradley, Sergt.-Major Hill, Color-Sergeant Spearman, Color-Sergt. McElroy, Sergt. Cunningham, Sergt. Vaughan, Sergt. Dempsey, Sergt. Mills, Sergt. Dunbar, Sergt. Fitzgerald, Jonas Barry, Michael Donohoe, Samuel McFadden, Wm. McFadden, John McFadden, Donald Mathieson, James Greene, James Beaman, Wm. Lackey, John McGuire, Robert McMullen, Alex. McCasland, James Munce, David Harbinson, Wm. Copeland, Robert Birch, William Pender, John Withers, Walsh, McKinsty, Pollock, the Murrays, the Stanleys, Read, and Stephen Eynough, Edward Malloch, Falls, Christopher Graham, Stephen Sergeant, and Joseph Hinton. With but three or four exceptions the above were military men. The names of many are familiar to all the citizens of Carleton, by reason of their public acts and services, or those of their immediate descendants.

Col. Burke afterwards became the first representative sent to Parliament from the original County of Carleton, comprising the greater part of the territory lying between the Rideau and the Ottawa.

Capt. Lyon built the first mill, kept the first store, was one of the oldest Parliamentary representatives for the County, and one of the foremost men of the whole District. He was also the father of a large family, who attained to distinguished positions in after life, including Judge Lyon and the late G. B. Lyon-Fellowes.

Capt. Lewis was also a representative man, having served the County in Parliament. He was the father of the late John Bower Lewis, for many years one of the leading citizens of Ottawa, of which City he was Major.

Capt. Lett was a man of good parts and no small influence, and the father of W. P. Lett, the City Clerk of Ottawa.

Major Ormsby was one of the oldest Magistrates in the District, and performed a large amount of Magisterial duties, among which were those of marrying, before the days of clergymen. Notwithstanding this, he does not seem to have thought much of that plan of doing the business, as we find that on the occasion of the first wedding ceremony performed in the settlement by a clergyman he and his wife were re-married, the ceremony having originally been performed, in his own case, by another Magistrate.

The wedding above referred to was that of John Dunbar, an ex-Sergeant of the 99th, to Jane Campbell, lately arrived from Ireland. It was performed by Rev. Michael Harris, of Perth, a son of the Dean of Dublin, and in the "Duke of Richmond Arms," a public house kept by ex-Sergeant Hill. Donald Mathieson and Elizabeth Birch were married at the same time and place, and by the same clergyman. He was an ex-soldier and she the daughter of one.

Lt. Maxwell is elsewhere referred to as the pioneer importer of thoroughbred stock to the Ottawa Valley.

Capt. Bradley was a leading and influential citizen, whose name is familiar through his descendants.

Sergeant Spearman held a number of decorations for acts of exceptional bravery. Among his many exploits was that of leader of the forlorn hope at Fort Erie.

Sergt. McElroy was a man of education and business ability, and followed mercantile pursuits in Richmond for many years. He died but two years since, in his 75th year, having filled all the leading municipal positions of the Village many times, leaving a family of whom his sons are now among the leading men of the place.

Sergeant Cunningham, 99th, was accidentally killed by a tree falling upon him while clearing his land—the first accidental death in the settlement, though one Dennison had previously been frozen to death, and another, the first natural death in the place, occurred before, that of one Paget, an ex-soldier of the 37th Line, who was buried beside the river at the foot of the rapids.

Sergeant Mills was the father of a numerous progeny. A grandson, James Mills, is now Reeve of the Township of Torbolton.

Sergeant-Major Hill was a man of more than ordinary ability. He was in command of the party who cut out the military road from Richmond Landing to the Goodwood, and superintended the work throughout. He kept the first public house in the place, the "Masonic Arms" (he was a leading Freemason), afterwards the "Duke of Richmond Arms." His wife, the present Mrs. Taylor, (in her 88th year) is the only settler now living in the Village who was one of the original colony of 1818; and there are but four others in all in the County, so far as we can learn, viz.:—Mrs. Vaughan, widow of Sergeant Vaughan (99th), who settled on Lot 15, 3rd Concession, Goulbourn, just west of the Village, where she still lives; Wm. McFadden, living at Ashton Village; and James Beaman and James Greene, living on the 3rd line of Goulbourn.

James Beaman, who settled on Lot 9, Concession 3, although he held no high rank in the army, was a man of more than ordinary parts. He was the father of James Beaman, who married a daughter of Sergeant Vaughan, above mentioned, and settled in North Gower at an early age. This gentleman has been for many years Division Court Clerk and Township Clerk of North Gower, is a Magistrate, Coroner, Notary, and Commissioner, and, as one of the oldest and most respected citizens of North Gower remarked to us, "he is probably the most useful man who ever lived in the Township" (North Gower), being efficient, courteous, obliging, and very popular.

Mr. Read and Stephen Eynough were school teachers. They were sent out by the Home Government to instruct the children of the military colonists. The former named was first sent, immediately after the formation of the settlement. He was the first school teacher within the present County of Carleton, and the school-house in which he taught was also the first of the kind in the County. It was erected by the Government, who sent him out to Canada soon after the formation of the settlement specially to occupy it, at a salary of £50 stg. per annum. He was succeeded, after a short term, by Mr. Eynough. During his incumbency the Government withdrew their aid from the school, and he commenced and continued to teach the first school (other than a Government school) in the place. He died in Richmond while quite a young man. Being a Freemason, the fraternity buried him, and this was the first Masonic funeral in the County.

Edward Mallock, though only a shoemaker, was a man of uncommon parts. He had a family, of whom one son afterwards represented the County in Parliament for many terms, as well as being for a time its Sheriff; while two other sons rose to positions on the Bench.

Mr. Falls was a surveyor, and a man of good reputation in his profession.

Stephen Sergeant was an American, a millwright by occupation, and the man who built both grist and saw-mill for Capt. Lyon. The former was commenced the spring after the settlement of the place, and finished the next year—1820. The saw-mill was built about 1821. Up to the

time of the completion of these very necessary adjuncts to civilization, the inhabitants were obliged to procure flour and what lumber they required from Wright's mills, at Hull. Of the latter article they did with but little, building houses of logs, and roofing them with the same, "troughed." Mr. Sergeant died at Richmond soon after the completion of the mills.

Joseph Hinton, the last above named of the early settlers, was a native of Ireland, but settled in Richmond about 1820, when quite young. He was poor, but possessed of those traits which qualify so many thousands of our self-made men. He gradually arose to a leading position in public affairs, being Reeve of Richmond for many years, and Warden of the County for a number of terms. He now resides near Ottawa, and though old in years is young in spirit, and more youthful far in appearance and physical characteristics than the majority of men still many years his junior in point of age.

Thomas Sproule, a native of Athlone, Ireland, settled in Richmond in 1820, and died there in 1849. Davin, in his "Irishman in America," states that on landing at the Chaudière Mr. Sproule was offered all the Ordnance Lands, including Parliament Hill, etc., for \$75. This is manifestly an error, as those lands were never private property; and it is evident, from the succession of events, that the Home Government never intended them to be, as they undoubtedly had the Rideau Canal scheme in serious contemplation ever since 1815. However, it appears quite certain that Mr. Sproule was offered land for a song which now embraces the greater part of the Capital City; but, like many others, he thought Richmond was destined to be the great city of this region, and chose it as his future home. He rose to an influential position in the community, and became afterwards the first coroner of the Old Bathurst District, which then comprised the greater part of the present Counties of Carleton, Lanark, and Renfrew. He took a leading part in religious affairs, and was chiefly instrumental in accomplishing the building of Richmond Episcopal Church—the first Church in the County of Carleton.

Father McDonnell, an ex-chaplain of the army, and a Catholic, was the first clergyman to preach a sermon in the settlement. It took place very soon after the erection of the Government school-house, and the meeting was held therein. Father McDonnell subsequently became Bishop of Kingston. He died afterwards in Scotland, but his remains were brought to Kingston for re-interment many years later.

A Methodist preacher named Healy was the second who ever preached in the place; and Mr. Glen, a Presbyterian minister elsewhere spoken of, who made his home in Richmond, was the earliest resident minister, and the third to preach there. Mr. Healy used to stay, during his visits to Richmond, at Sergt.-Major Hill's "Duke of Richmond Arms," and he was often wont to appear there wet to the middle from his long and tedious journeys through swamps and over streams, without conveyance, and even without roads. Some of our people nowadays think, and rightly, that many of our ministers of the Gospel—and particularly the Methodists—still suffer in the flesh for the promotion of their Master's cause; but could they have seen Mr. Healy or Mr. Glen in the early days of the Richmond settlement, when returned from a religious mission of a couple of days' steady tramp through the primeval wilderness and interminable swamps of the old Bathurst District, they would lose their pity for their successors of the present day. All who followed the sacred calling were free to come and go when and as they pleased at the "Duke of Richmond Arms;" its proprietor being a man of benevolent turn, and very strongly in favor of anybody or anything which tended to forward the advancement of religious or educational instruction.

The first church built in the place was the Episcopal, and the first regularly located preacher the Rev. Mr. Burns. It is also claimed that this was the first church built in the County—before the Methodist on Chapel Street, and the old Presbyterian on the site of St. Andrews' in old Bytown—and that the nearest for some time subsequently was one at Hull on the one hand, and Perth on the other. Up to this time the school-house had continued to be used for the holding of religious exercises. The above view must certainly be the correct one—as to comparative time—for the Richmond Catholic church is claimed to have been built as early as 1825, or certainly not later than 1826; whereas Bytown was not thought of till the latter year, and the Episcopal church at Richmond was built a number of years previous to the Catholic. Father Heron was the first Catholic priest who preached in Richmond. He only came periodically, and it was then but an out-mission. Father Smith was the regularly stationed priest after the church was built, followed by Father Oullen, who was in turn succeeded by Father O'Connor, the present incumbent.

The first child born in the settlement is said to have been in the family of Garrett Fitzgerald, an ex-sergt. of the 99th Regiment.

Reference is had in other places to the great scarcity of, and difficulty of procuring, domestic animals in the early days of the County. So great was it, in fact, that for a long time the lucky possessor of a cow or a horse, or even a pig, was regarded as a sort of aristocrat. Therefore, as the owner of the first ox and the first cow in the settlement, Sergt.-Major Hill earned for himself the most enviable reputation of any man in the community. When he got them he had to bring hay from Burritt's Rapids, down the Rideau and up the Goodwood, on the ice, to feed them through the winter; and this running short, the owner was surprised to see them take to the woods and soon fatten up on browse, instead of starving to death, as he supposed they would.

The plan of the Village of Richmond, as originally laid out by Col. Burke, was on an extensive, not to say grand, scale. It is very evident from this that it was planned and expected to be a great town at some future day. He went to work more as the people do nowadays when laying out western "cities." There were grants of two, four, and six acres each for the minister's residence, church, and graveyard, of each of the three "established" Churches—the Episcopal, Presbyterian, and Roman Catholic—no "dissenters" being deemed worthy or needful of those little privileges, as they are since supposed to be. Then there were six acres left for a "park," and on this lot the school was subsequently built, and now the town-hall stands there also. In fact, when one has to tramp on foot through the Village, it reminds him strongly of the term popularly applied to the City of Washington during war times—"the city of magnificent distances." And such it is, so far as the extent of distance may make it magnificent.

It bade fair at one time, however, to be a town of exceptional importance; and even long subsequent to the days of old Bytown it was a business centre of no mean importance, containing at one time—according to the oldest inhabitants of the vicinity—at least a score of first-rate stores and a dozen breweries and distilleries in its limits. It now contains but 4 general stores, 2 harness-shops, 4 blacksmith-shops,



2 waggon-shops, 3 shoe-shops, 1 tailor-shop, 1 steam saw and grist-mill, 1 water-mill, two hotels, 4 churches, 1 school, and a town-hall. The latest assessment return shows it to contain a population of 424, embracing 94 ratepayers, owning 1,500 acres of land, all of which is improved, and valued at \$41,881; together with \$1,900 worth of personal property, exclusive of 141 cattle, 75 sheep, 89 pigs, and 92 horses. The above return shows a falling off of nearly 100 in population since 1876. During that year a special census was taken for the purpose of determining the number of licenses which the law allowed the Council to issue, and the population was then returned as being 520. In fact, the story of the deserted village strongly forces itself before one's mind on taking his first trip to Richmond—greater as a reminiscence of what was, and a reminder of what might have been, than as a reality of the present or an assurance of the future. Very many of the buildings have an abandoned and dilapidated appearance—no part of the characteristics of our healthy western towns.

A number of the very first buildings erected still stand—the principal among them being the building now occupied as a residence and store by Wm. McElroy, the residence of Mrs. Taylor, and that of Dempsey. The first named was the first house erected in the settlement; and around it are probably entwined more, and more interesting, historical associations than are connected with any single edifice in the County.

In it was organized the first Masonic Lodge in the County, which sat here many years. The first Orange Lodge in the County, and the third in Upper Canada was also organized and continued to meet for many a year beneath its roof.

But the event which gives it a celebrity more than all else, is the fact of the Duke of Richmond having lodged there the night before his death. Every history of Canada, however incomplete, contains reference to the Duke of Richmond, and his unnatural death, and no two accounts we have ever seen are alike. Without taking credit for a correct version of what has heretofore never been so given—so far as we have seen—we will just remark that the following account was gleaned by us from an eye-witness, and substantiated by a number of others not eye-witnesses, but who were in the vicinity at the time, and on the spot immediately after and remember every incident distinctly.

In the first place, it should be mentioned that the Duke of Richmond was a man in whom, for very many reasons, an unusual amount of interest centred, even for a Duke or for a Governor-General. He was the first and only one possessing the title of Duke who ever was sent to govern Canada. But his great renown seems to have consisted in the fact that he was utterly destitute of all those principles which would seem to be required of an honorable gentleman, to say nothing of a Governor-General. One writer says of him: "The Duke was a Governor by profession. He was far, however, from popular as a Governor in Canada." Another says: "He was one of the greatest of British notables—a person who had governed Ireland *tant bien que mal*, and who was fain to pass from one vice-regal charge to another, to amend his fortune which had been much impaired by dissipation and extravagance." Another writes: "In early life he had indulged in those excesses to which men of fortune are prone. He had been seduced into horse-racing—he had played *rouge et noir* at Baden—he had been bilked at the Derby and on the Continent—and his private fortune was at a low ebb. But he had nevertheless the spirit, the feelings, and the manners of a British nobleman; and notwithstanding his dissipations, or perhaps on account of them, he was held in a certain amount of esteem by those who had the opportunity of coming in contact with him."

Such was the character of the Governor-General of British North America, who had been borne to Quebec, the Capital, on the 28th August, 1818, to assume his command, just as the military settlers were leaving to form a colony which should bear his name; and who, scarce yet a year later, came to that colony to die.

Sir Peregrine Maitland, the then Lieut.-Governor of Upper Canada, was a son-in-law of the Duke. He had been an officer in the army, and eloped from Paris with the Duke's daughter while the allied armies lay before that city subsequent to Waterloo. He was of cold, haughty, and overbearing manners, with nothing of the innate qualities of a civil Governor or the first requirements of a popular ruler in his composition—leaning strongly to a system of arbitrary government from force of military habit and constitutional temperament; and that such a man, who subsequently became a pliant tool of the Family Compact, and one of the most unpopular of Canadian Governors, should have been foisted by the Home Government upon the people of Upper Canada, simply to make provision for him, in deference to his father-in-law, and not in consequence of his fitness for office, is but another evidence of the state of servitude, as it were, under which the Duke of Richmond held the British Ministry of that day.

During the summer of 1819 the Duke visited his son-in-law; and on his return to Quebec, decided to branch off from the St. Lawrence route, and make a tour *vis* the already discussed military highway which was subsequently constructed as the Rideau Canal, and pass through the Village which bore his name, and in the prosperity of which he apparently took a great interest. Leaving Kingston about the middle of August, he travelled on foot with two attendants to Perth, where he arrived on the 17th, leaving next morning for Richmond. The distance was thirty miles—there was no road except the "blaze" to mark the course, and even at that time of year much water lay in the swamps. He succeeded in getting as far as Sergt. Vaughan's (Lot 15, Con. 3), about three miles west of the Village, when darkness and the almost impenetrable swamp-intervening, compelled him to take quarters for the night. His two attendants, however, succeeded in wading through the swamp, and arriving at the Village at midnight; the settlement was soon astir with the report that the Duke was near at hand. Early next morning (19th) the settlers congregated, and collecting boards and planks where and as they could, improvised a series of foot bridges over the worst part of the route, and, meeting the Duke at Vaughan's, accompanied him to the Village, where he arrived the same forenoon.

Having taken quarters at Serg.-Maj. Hill's public-house, the "Masonic Arms" (until then so called), he spent the day in fraternizing with the inhabitants, and in the evening gave a dinner to which all the chief men of the place and vicinity were invited. It was at this dinner party that the Township of March received its name—being called in honor of the Duke, after a nephew of his own—the Earl of March. Here also it was noticed that something was wrong with him, as in

looking at the pouring of water into the glasses, he twitched and jumped as if the sight gave him excessive pain. During the course of the evening he became very restive, and at bedtime was so ill that Dr. Collis, a half-pay officer, and ex-surgeon of the 6th Infantry, prescribed for him. He refused the medicine however, and nervously continued to walk the floor of his apartment all night. Towards morning he was more quiet, and able to partake of some refreshment.

In arranging the plan of his tour, he had so calculated the time that he was to be at Hull on the 20th, and in the morning of that day he walked down past Col. Burke's residence to take a small boat at the foot of the rapids, in which he was to be conveyed to Chapman's—the end of the road—where "Squire" Wright, of Hull, had sent out a team and waggon to meet him and convey him to "Richmond Landing." On pushing out into the stream his last night's nervousness returned with increased violence, and by the time they had got one mile down the Goodwood he became unmanageable, and jumping ashore in spite of the occupants of the boat at the place where the toll-gate now stands, he ran with the fleetness of a deer through the forest—followed by his attendants, who discovered on their arrival at "Chapman's" that he had passed their shanty and entered the barn, a short distance back from the river. On going to the barn, he was found in a fit, lying on his face on a hay-mow. They removed him to the shanty, and immediately sent for Dr. Collis, who shortly afterwards arrived, and bled him without effect. Dr. Reid, an ex-army surgeon, was sent for to Perth—but the Duke was dead long before his arrival. He only lived, in fact, a short time after being taken into the house. He died on his own camp-bed, which his attendants always carried with them. He was laid out by Mrs. Hill—now Mrs. Taylor—and had for his shroud a beautifully-quilted silk bed-quilt of his own, which formed a part of his travelling outfit. It was a peculiarity of his to carry his own camp-bed and bedding, and *always use them*—no matter where he passed the night. His corpse was put into a plain deal box and conveyed to "Richmond Landing" by the same waggon which "Squire" Wright had forwarded for his use over that part of the route. On arrival there, the bateau which was to meet him was already awaiting him, and he was taken by it to Montreal and thence to Quebec, where he was interred with great pomp and ceremony in the Protestant cathedral, on the 4th September, 1819.

We have seen a number of different dates given by as many writers of the Duke's death. It occurred on the forenoon of the 20th day of August, 1819. This is corroborated by a number of witnesses who have the event fresh in their memory—by all, in fact, who were on the spot at the time; and in looking over some of the late Mr. McElroy's papers—an ex-Col.-Sergt. who died two years since at Richmond—we find the entry in his own hand, in a daily diary, and under the above date:—"Duke of Richmond died to-day, at Chapman's farm, 3 miles n.-e. of Richmond." His disease was generally supposed to have been hydrophobia, from the bite of a tame fox, which he had been petting some time previously. Many dispute this with apparent good grounds, though failing to account for the real cause.

This Chapman, at whose place the Duke died, was the son of a U. E. Loyalist who moved in from the St. Lawrence front, and "squatted" on his then location as early as 1815—though the exact date is uncertain. The above melancholy occurrence drew attention to his case, and he soon afterwards received a grant of the lot whereon he was then settled (13, V. Con. R. F., Nepean). It is now the well-known Byers' property, where the "Richmond Road," as at present established, strikes the Goodwood—meeting there the old and original road, which was then only cut out to that point, which was known by the title "the end of the road"—just as the town of Aylmer, on the North Shore, was known for many years as simply "the end of the turnpike," in the early days of Hull.

The surveying of the Township had been completed during the fore part of that season (1819) by John McNaughton, a well-known citizen to all the older residents of Bytown and vicinity. He laid out a large number of Townships through the Ottawa Valley, and several in the County of Carleton. He is still living—a very old man—with an old friend, Mr. McArthur, of Gloucester Township, near Ottawa.

In regard to the quality of the land in and about Richmond, the original settlers made an excellent selection. Probably no better can be found in any country of corresponding latitude or similar climate. This characteristic does not apply to the land throughout the Township in which it is situated, however; there being a very large proportionate area of very poor land in Goulbourn—ranging through all the grades from bottomless bogs and swamps to pure sand or pure rock, or mixtures of two or more of the above, in every shape.

Further than the quality of the soil, the position of the place is such as to recommend Richmond. The beautiful River Goodwood, the most important tributary of the Rideau, flows through it, and upon its banks Capt. Lyon built the first mill in the County.

This river was called by the Indians the "Jock," a name by which it is known in all early charts and surveys. It was changed to "Goodwood" after the settlement, from the fact, as some affirm, of such an exceptional quantity and rare quality of the most valuable varieties of timber being found along its banks. It is said that more and better oak found its way to the Quebec market from the banks of the Goodwood, during the days of the early lumbering operations in Carleton, than from any other stream of equal size or length, before or since. The above version of the re-naming of this beautiful stream is disputed by others, who say that it was so called after a river of the same name in England, which runs through the former estates of the Duke of Richmond.

The number and character of its business houses, as above stated, show a falling off as compared to anterior dates, which is only in comparison with that of other items going to make up the attributes of a modern town. The decrease in population has already been referred to. At the time of the estimate (official) on which the settlement of the Municipal Loan Fund surplus was based it amounted to 487, and the \$974 received by the Village from that fund was chiefly spent in building a new bridge over the Goodwood.

The first Grammar School in the County was organized here, and under the present School Act it was discontinued as a High School in 1875, in concurrence with the report of the High School Inspector, Dr. McLennan, on account of the inadequacy of the school-building. They still have what is considered a very good Public School, employing two teachers. The building is of frame, originally costing some \$7,500, and is erected on the original "Park" of the new, or rather old town, as is also the Village Hall, built some years since at a cost of \$600.

The Village is the seat of a Division Court, a Masonic Lodge, and an Orange Lodge, all three of which are the oldest in the County of Carleton.

The present number of the Masonic Lodge is 159, G. R. C., and its name the "Goodwood." It is the only one in the County outside of Ottawa City. Its present officers are:—

W. M., John W. Satchell; S. W., T. W. Hill; J. W., T. B. Shillington; Sec., Hugh Reilly; Treas., D. McDougall; Chap., A. W. Davidson; S. D., J. Kemp; J. D., H. A. Bennett; D. of C., Dr. Beatty; Stewards, W. Burroughs, J. R. Hill; I. G. R. Hill; Tyler, H. Dempsey.

The Municipal history of Richmond, or at least the beginning thereof, is told by the minutes of the first meeting of its first Council, which we herewith append:—

"By virtue of an Act of the Provincial Parliament, passed in the twelfth year of the reign of Queen Victoria, chaptered eighty-one, and entitled—*An Act to provide by one General Law for the erection of Municipal Corporations, &c., in and for the Cities, Towns, Townships, and Villages of the Province*,"—

"The Municipal Corporation of the Village of Richmond assembled at James McLean's on the 21st day of January, 1850—

"When there were present:—George Brown, Thomas Lewis, Patrick McElroy, James McLean, and Wm. R. R. Lyon, they having been elected unanimously at the Village meeting held on the 7th inst., no poll being demanded, when it was—

"Moved by Mr. McElroy, seconded by Mr. Brown, That Mr. Lyon be Reeve.—Carried unanimously.

"Moved by Mr. McElroy, seconded by Mr. McLean, That this Council do now adjourn.—Carried unanimously."

Thus Richmond took its place in the family of Incorporated Villages, the proceedings being certified by "Garrett Fitzgerald, acting Clerk."

At the next meeting a most formidable array of Municipal officers were appointed, as follows:—Garrett Fitzgerald, Clerk; Jos. Hinton, Auditor; Robert W. Evans, Treasurer; Thomas Miller, Hugh Ross, Thomas Birch, Assessors; Alex. Bryson, Collector; James McVeitty, Pound-keeper; James McLean, Anthony Fournier, Andrew Taylor, Constantine Maguire, Fence-Viewers; Andrew Taylor, Anthony Fournier, Path-masters; George Lyon, Patrick McElroy, Joseph Hinton, Sewell Ormsby, Charles P. Thompson, Superintendents of Highways; Rev. John Flood, Supt. of Schools.

It was a big thing then to hold office, and the people knew it, and everybody wanted one, and almost everybody got one. There was a test vote on the appointment of Path-masters. The yeas and nays were called, and it was declared a tie, and decided by the casting vote of the Reeve.

Mr. Fitzgerald continued to act as Clerk till July 6th, 1853, when he was succeeded by Thomas Miller, as Clerk and Treasurer, who has filled the double position ever since.

Mr. Lyon held the position of Reeve till his death, in 1854, and George Brown was elected on the 6th of September of that year to fill the unexpired term.

Joseph Hinton was elected to the position for 1855, and held it for three years, being replaced by Mr. Brown in 1858, who was again superseded by Mr. Hinton, in 1859. He held the Reeveship till 1863, when Thomas Lyon filled the chair one year, and John A. Bryson for the next three, when Mr. Hinton was again returned to the position in 1867—the first year of the election of Reeve by popular vote. He continued to be elected for the four succeeding years, after which Thomas V. Lyon was returned one year (1872), followed by W. H. Butler, two years, when Dr. Beatty came in in 1875, and still holds the position, this being his fourth successive year. Following will be found a complete list of the Municipal officers for the present year:—

Dr. Beatty, Reeve.  
Matthew Bennett, W. H. Butler, Thomas Lewis, William McGuire, Councillors.

Thos. Miller, Clerk and Treas.  
Wm. McElroy, John Beaman, Auditors—salaries \$6.00 each.

Thos. V. Lyon (salary \$18), Assessor.

Adam Hall (salary \$20), Collector.

Henry Dempsey (\$1.50 per day), Street Surveyor.

The rate levied the present year was 1½c. in the dollar, and the amount of taxes collected \$800; of which \$500 were applied to School and County purposes, and the balance to local improvements.

The only person now living in the Village who was a member of the original colony of 1818 is a Mrs. Taylor, at that time wife of Sergeant-Major Hill, several times above-mentioned. She is now in her 88th year, but in possession of all her faculties to a very remarkable degree, both mental and physical, except that she is a partial cripple from the effects of being run over by a waggon of the army train during the retreat after one of the engagements in the Western Peninsula in 1813. Her husband belonged to the 99th regiment, which was sent west, and those who had wives were obliged by General Orders to leave them behind. She, however, disregarded the order, and followed her husband's regiment all through two campaigns, and was present with him at a number of battles, including Niagara, Chippewa, and Queenston. She is an Englishwoman by birth, having come to Canada in 1799, and is a remarkable specimen of the longevity and physical and mental vigor inherent in Canadian pioneers.

Though it will be seen from the above account that Richmond has been for many years on the declining grade, and though it has long ago reached that stage when it fails to impart an interest to the traveller or stranger, through any merits of existing prosperity or commercial importance; yet its early associations, the causes which gave it birth, and the circumstances and influences connected with its first settlement and subsequent development, will always impart to it an historical interest which will last, even should the spot which now knows it return again to the forest, and even should its location become as much a matter of conjecture as that of the Tower of Babel or the Holy Sepulchre.

Just now those associations, together with the fact that it is connected with the Capital by a most excellent road, passing through a country which is for the major portion of the 21 miles of an exceptionally fine character, combine to make it a favorite among the many places of resort in and about Ottawa, and as such it is liberally patronized by visitors to the Capital, as well as by the citizens themselves.

#### NEPEAN.

This is the most important Township in the County of Carleton, and from its position, size, wealth, and population combined, it is second only to Ottawa itself. Although there is one Township reporting a larger population, the increase of Nepean appears to be so rapid as to promise to soon place it in advance of all. Though but the fourth



Township in size, and having other, three following it very closely in extent of area, it yet stands about half a million dollars higher on the assessment rolls than any other, neither its actual nor relative position being changed by equalization. The number of acres of land within its limits is 60,774, of which 31,962 are improved, being the largest proportion of any Township in the County. This is valued at \$2,179,430 in the latest assessment return. The process of equalization does not much affect Nepean. It seems to be the model Township in the management of municipal affairs, a fact sufficiently proven by this one circumstance, that in the last equalization which the various assessments of the County underwent, that of Nepean was only changed 6 19-20 per cent., the lowest change of any municipality. The population, which was 6,510 in 1877, increased 521 during the past year, being now 7,031. There are nearly 1,700 ratepayers—the largest number of any municipality in the County, except Ottawa. There are \$117,150 of personal property assessed against the resident ratepayers, whose stock of domestic animals is returned at 2,540 cattle, 2,504 sheep, 1,399 horses, and 1,117 pigs. The total amount of taxes levied was \$20,742.69, of which \$11,090.09 was for school purposes. This is also a fair average of the general levy, except that the County rates were a trifle higher last year.

In regard to geographical position, that of Nepean is so advantageous as to have been the cause of locating the great military canal terminus within its north-east corner; and later, in making the Town to which that great public work gave birth the Capital of the nation. It is situated in the angle formed by the right bank of the Ottawa and the left bank of the Rideau, the former extending along its northern front some twelve miles, and the latter forming its eastern boundary for a distance of fifteen. Its southern boundary is the Township of North Gower, and its western, the Townships of Goulbourn and March. It lies in the fourth range of Townships back from the St. Lawrence, and was the first Township of that range which was surveyed on the left bank of the Rideau, and for a long time the only one. It appears to have been one of those laid out immediately after the formation of the Province of Upper Canada, in 1791, but it continued the only one laid out north of the 3rd range and west of the Rideau, until some considerable time after the beginning of the present century.

The first reference to Nepean in any public Act relating to territorial divisions is found in the 38th Geo. III., chap 5., passed by the second Parliament, third session, in 1798, and assented to by Royal Proclamation of Jan. 1st, 1800. This Act was for a re-arrangement of old districts and the formation of new ones. It formed the Counties of Leeds, Grenville, and Carleton into the District of Johnstown, at the same time forming the new County of Carleton, which was described as "the Township of Nepean, with a tract of land to be hereafter laid out into Townships between Nepean and a line drawn north, 16° west from the north-west angle of the Township of Crosby, until it intersects the Ottawa River," &c. This shows Nepean to have been surveyed previous to 1798, and the only Township of the original County of Carleton—including the present electoral division of the same name, except Marlboro' and North Gower, almost the entire County of Lanark, and part of the County of Renfrew which was laid out till after 1800.

The surveyor, or who originally did the work was supposed to have been drowned in the Rideau. He had just finished "scaling" the Township, or locating its general outline, placing the stakes for lots and concessions around the outside, when he mysteriously disappeared, and was never again heard of. The last stake he planted was near the Rideau, at the edge of what was afterwards known as Dow's Swamp.

It is laid out upon the original plan of the oldest surveyed Townships in the country, in mile-and-a-quarter concessions, and numbers from two fronts—one facing the Ottawa and the other the Rideau, the lines running N. 16° W. and S. 56° W., not being at right angles. The survey was completed after the military settlement of Richmond took place, by Col. Sherwood, of Brockville, who had the contract from the Government, though John McNaughton, P.L.S., was the one who did the actual work.

A very large portion of this Township was "drawn" by U. E. Loyalists for themselves and children previous to 1800. The very great majority of them, however, never saw their lands, but held them for a chance to sell to actual settlers or speculators, the traffic in U. E. land claims being in the latter part of the last century and beginning of the present a business which assumed large proportions—just as the barter of United States' soldiers land warrants, or that of half-breed scrip in our own North-West, does at the present time. Among those who acquired a large number of such claims in Nepean was Rice Honeywell, of Prescott. He was an American, born in the Mohawk Valley, New York, who served in the Continental Army during the Revolution. He was in love with a young lady, however, whose father was a "Tory," and who was obliged to fly to Canada after the close of the war. He married her, and was subsequently induced by her to come to Canada and join her people, who had settled at Prescott some time previously. He drew land under Governor Simcoe's Proclamation of 1792, and his wife also drew land as a U. E. Loyalist. This was on the bank of the St. Lawrence, near where Prescott now stands.

When their son Ira (who was a child six weeks old when they came to Canada) grew to be a man, his father gave him five U. E. claims, or 1,000 acres of land, in Nepean, on condition of his removing here to settle. He accepted the offer with the accompanying condition, and accordingly in the winter of 1809-10 he came up and chopped down four acres of timber, and erected a log house on the clearing, on Lot No. 26, Con. 1, Ottawa Front. He then went back to the St. Lawrence, and in February of the next year, 1811, returned to his lone habitation with his family, then consisting of his wife, formerly a Miss Andrews, of Prescott, whose people were of Welsh extraction, but subsequently Americans, "Tories," and U. E. Loyalist refugees in succession, one son (Rice Honeywell, still living in Ottawa), and two daughters.

His route lay *via* what was called the Putnam settlement, eight miles above Merrickville (which was but lately settled), on the ice, along the Rideau to the Hog's Back Rapids, at which he struck off into the forest for the remaining distance. His family and effects were drawn by a yoke of cattle on a "jumper." On the way he stopped over night at the house of Mr. Dow, of Kilmarnock, beyond Merrickville, father of the young lady who afterwards married Bradish Billings, and became the first settler in Gloucester. This was the last habitation which sheltered him or his family till their arrival at their own cabin on the Grand River.

The house he moved into was the first built, as he and his family

were the first settlers, on the whole south shore. It stood originally very near the bank of the Ottawa River; but when the military settlers, some eight years later, cut out the Richmond Road, he abandoned the old house and built on this road, where he lived till his removal to the United States many years after.

They burnt off, cleared, and planted in the spring of 1811 the land which he had chopped a year previous. They remained entirely in solitude, so far as the outside world was concerned, till 1814, when one Draper came in and settled near them; but he had remained less than a year when he got tired of the backwoods, abandoned his claim, and removed to other parts. The same year (1814) Abraham Dow came into the Township from the neighbourhood of Merrickville, and settled just opposite Bradish Billings, who had been then two years in Gloucester. Roger Moore, one of a large family of brothers, and uncle to the extensive lumber merchants of that name now residing in Hull, also came in and settled on Lot 27, Con. 1, Ottawa Front, in 1814; and in 1815 another of the family, Martin, settled about a mile up-river from Honeywell. Samuel and Marble Dow came from the Upper Rideau settlements in 1816, and located adjacent to Abram Dow, where Billings' Bridge now is. Lewis Williams, with a family of three sons and a daughter, settled in the immediate neighbourhood in 1817. The season was either the late summer or early autumn, as Mr. Billings, across the river, was cutting wheat the day they came in. The same batteau which brought them from Montreal also brought William Thompson, with a family of seven, and Thomas and William Burrows, or Burroughs, brothers, without families. Thompson settled on Lot 29, Con. 1, Ottawa Front; and the Burroughs drew between them what was afterwards the Sparks estate in the City of Ottawa, on which one of them some time subsequently settled. They lived, however, chiefly in Hull.

In the early part of the summer of 1818, George McConnell settled on Lot 28, Con. 1. The surviving individuals of the military settlement give the following as the only ones on the route of the Richmond Road as late as the winter of 1818-19:—Holt, Honeywell, Moore, McConnell, and Thompson, in the order named, coming from "The Landing," now Ottawa. Chapman was also on the Goodwood, where he had settled at least as early as 1815. At the Rideau were the three Dows and Williams, making ten families in all in the Township at that date.

Of those ten we have endeavoured to trace the subsequent history. Mr. Honeywell, after a good many years, removed to Chicago, Ill., and died there 25 years ago. His son John, born March, 1811, was the first white child born on the south shore. His son Rice, a man now close approaching fourscore years, still lives in Ottawa; is hale, hearty, and vigorous, possessing a remarkable degree of physical energy and mental power for one who has seen so many seasons come and go.

Abram Dow cleared a farm and raised a family in Nepean, and died himself of cholera at Bytown, in 1832, during the prevalence there of that fearful epidemic. Samuel and Marble Dow remained in the Township till 1827, when they removed to the United States. The descendants of Mr. Williams are still among the residents of Nepean.

Mr. Thompson lived and died in the Township, as did also two of his sons, who were men of energy, enterprise, public spirit, and public and private influence. John, son of William, and grandson of old Mr. Thompson, has been connected with the management of municipal affairs for many years. He is now Deputy-Reeve of the Township.

The Moores were among the ancestors of some of the best and most influential families of the District. Martin was the man who drove the Duke of Richmond's corpse, with a double yoke of oxen, from Chapman's to "The Landing." The Government granted him 200 acres of land for the service.

The first marriage on the south shore took place at the house of Roger Moore. The parties all belonged to the north shore, the men being David and Job Moore, brothers of Roger, and the young women sisters, named Prentiss. One LeRoy, a Justice of the Peace, came all the way from the Long Sault to marry them; and the ceremony was performed in Nepean, as the laws of Lower Canada did not recognize the validity of civil marriages.

There were three brothers of the McConnell family, of whom two settled in Hull some time previous to that in which George, who was the youngest, settled in Nepean. The latter subsequently sold out on the south shore, and removed to Hull also. They have large numbers of descendants hereabouts, and among them are many of the most influential men of the community. One of the McConnells—James—some time later, was the only one of four who escaped from drowning on the upsetting of a batteau in which they were crossing the Little Chaudière. Those drowned were Benjamin Moore, Asa Young, and Adam Romaine.

Moses Holt was an American who came to Hull from New Hampshire in 1814, and only lived a very short time in Nepean, returning to Hull, afterwards removing to Aylmer, and still later to Des Joachim's, where he still lives. He was one of the most celebrated men in his way, and probably the most widely known, of any of the old stock of settlers on either shore. He drove the first stage that ever ran in the Ottawa Valley. The route was between Hull and the Long Sault, and the season was the summer of 1818. He carried the first mail ever despatched to the Upper Ottawa, the route being by canoe to the Chats. In those days the passengers had to "paddle their own canoe," and pay fare besides. He is now considerably over fourscore. His son, Moses, jr., keeps a public-house in Aylmer—a man known by every one who knows aught of the Ottawa country.

The Chapman family afterwards mostly emigrated to the United States, though some of the descendants of the original settler still live in Nepean; and a son of his occupied for many years a leading position in the management of Township affairs.

Jehial Collins, an American, kept the first store on the south shore. It was situated at the point known as Bellows' Landing, so-called from one Bellows, a native of Bellows' Falls, Vermont, who was clerk for Collins. The latter failed, and Bellows bought out the stock and continued in the business there till about the time of the founding of Bytown. Bellows was a bachelor. A sister who kept house for him married an American who came in just previous to the inception of Bytown, when Bellows returned to the United States. This man built and kept a hotel—Chitty's afterwards—on Kent Street, one of the very first in the present limits of Ottawa.

Many of the men who inaugurated the first improvements on the south shore, as well as on the north, were Americans. Among them was Lyman Perkins, whose blacksmith-shop, built where the Russell House now stands, was the first of the kind south of the Grand River. The great lumbering interests were inaugurated and developed almost exclusively by Americans; and in various other spheres they were ever

foremost in Nepean, as they have been in all other parts of Upper Canada, in developing and building up the country.

After Mr. Honeywell came into Nepean, it was many years before the usual necessities which even the most prudent backwoods settler was obliged to purchase could be relied on being obtained short of Montreal, although Mr. Wright kept a store at Hull, but chiefly for the accommodation of those who were employed by him. For five years after his first settlement, Mr. Honeywell went each autumn in a canoe to Montreal, to purchase groceries to last till the succeeding autumn. The first two of these trips he made alone; on the third he was accompanied by Roger Moore, and afterwards by his son Rice.

During the war of 1812-15 pork and flour became exceedingly difficult to procure. In the summer of 1814 Mr. Honeywell got entirely out of the latter, could get none at Wright's, and as a last resort, took his son with him and walked all the way to Prescott to his father's place. He procured him three barrels, and sent a man and ox team to take the freight to Merrickville, which was then as far as there was any road, for the want of which they were here obliged to halt and return. The owners of the flour, however, improvised a sort of raft of cedar logs, and floated down stream with it as far as Hog's Back Rapids. Here they were obliged to unload it, and leaving it on the bank while they came home, they "bushed" a road across the corner of the Township and took their cattle in with a "jumper" for the flour, which they succeeded in conveying to its destination, safe and sound.

They had hardly arrived home, however, when they received a visit from Mr. Billings, of Gloucester, and Abram Dow, who had very recently settled opposite to him, in Nepean. The former acted as spokesman of the deputation, saying they were out of flour; they heard he had some, and they wanted to buy some. Mr. Honeywell answered that he just had enough to last till harvest, and couldn't possibly sell any, whereupon Mr. Billings replied that they didn't propose to starve and see three barrels of flour sitting in the corner of anybody's house; that he'd give him (H.) \$50 for two barrels of flour—and that if he would not agree to do that, they'd take the flour anyway. The head of this deputation was a very decided man. Mr. Honeywell knew he "meant business," and considering it a simple question of two to one, he sold the flour—the money was paid forthwith, and the foragers departed with their prize, rejoicing at the success of their expedition. This little episode made no difference in the friendly feelings of these pioneers, whose relations toward each other still continued as before the "purchase."

We have seen that up to the time of the military colony settling in Carleton, but very few had taken up residence in Nepean; and even for many years after that, settlements grew more rapidly and prosperously in many parts of the County which had not been settled till the Richmond Road and Billings' Bridge neighbourhoods were become comparatively old communities. The cause of this is found in the fact previously indicated—that the land was already mostly taken up in U. E. claims, and new settlers preferred going a little further and getting land for nothing, or (after the free-grant system was abolished) cheaper than it could be procured from those holding those claims. It might be supposed that the necessary travel through the Township between Richmond and Richmond Landing—which subsequently came to be known as Bellows' Landing, a name the spot still retains—would attract settlers along the route; but such was not the fact—or at least not to any extent whatever. When John Robertson settled at the present Village of Bell's Corners in 1827, the only additions made to the number of settlers between that place and Bellows' Landing, beyond those mentioned as being there nine years previously, were Capt. Le Breton, who built a grist mill at Chaudière Flats; William Bell, who kept tavern in a "scooped" roofed shanty near the present junction of the Richmond and Arnprior Roads; Henry Warren, lumberman and pilot, who settled on Lot 8, Con. 2, O.F.; one Vincent, an ex-Sergeant of the 100th Regiment, who lived very near Bell; and one Shouldice, who kept a tavern on the lot where Mr. Bearman now lives. A man named Wm. Boyd was at that time (autumn of '27) putting up a shanty near by, to keep another tavern in; and Peter Aylen, afterwards a very prominent citizen, was building a log-house on the place now occupied by Mr. Heney.

Beyond Bell's Corners no one had settled up to that time, till we come to Chapman's, previously referred to. Very soon after this, however, the O'Grady Brothers, Hugh Bell, George Sparks, John Davison, Timothy McCarthy, and Thomas Sullivan settled nearer towards the river; and a short time subsequently, John and Thomas Graham. About the same time Francis Davison, with a large family, settled just beyond the "Stony Swamp," towards Richmond; then, very shortly following, Thomas Tierney settled near the same place, and Daniel McLeod, a blacksmith, the first mechanic who located in Nepean, outside of the then Village of Bytown. Beyond Chapman's, who then kept tavern, there was not another clearing till the Village of Richmond was reached.

Mr. Robinson, above referred to, came to Canada from Scotland in May, 1827. He had been a friend of Thomas McKay, when neither had yet left the land of the heather. He was a mechanical engineer, and master of a number of skilled trades, among which was stonemasonry, and Mr. McKay at once employed him as his foreman at the locks—a position which he ably filled till their completion. He located the lot whereon he now resides, however, immediately on arrival at Bytown, and moved his family on it in the autumn of the same year—going there to reside permanently himself in the latter part of 1830. In the meantime he had effected quite a clearing on his property. He then went extensively into the manufacture of potash—the only article at that time which commanded ready sale at cash prices. He soon branched out into lumbering, and also kept store—the first in the limits of the Township, outside of Bytown. For many years he did the largest business in both lines in his section of country, and used to buy all the surplus pork, flour, and oats which were raised within a radius of many miles. He was one of the oldest magistrates in the Township, and sat for nine successive years on the Bench as the colleague of various Judges, when such was the custom in our Judicial code. He took a prominent and leading part for many years in the management of the affairs of the Township. He is now the only surviving one of all who were settled in the present limits of the Township when he came into it.

His son, Thomas McKay Robinson, now living in the old homestead, was the first child born in old Bytown. A daughter of Daniel O'Connor, afterwards County Clerk and Treasurer in succession, was the first female child born in the place. She subsequently became the



wife of the late Mr. Friel, whom she still survives. He was a noted citizen in the earlier days of Bytown, and his course is elsewhere briefly referred to.

Old Mrs. Honeywell was the first who ever taught school in Nepean. She did this in her husband's house, for the benefit of the children of their immediate neighborhood, who were in fact almost the only ones in the Township—and at a date long prior to the introduction of teaching under any organized system. The first taught in that part of the Township, which was then Bytown, was by John Burroughs, a draughtsman in the Ordnance Department, with Col. By's engineers. The first school-house ever erected in the present limits of the Township was on Lot 35, Con. 5, O. F., and for a period of five years Mr. Robinson boarded the teacher without charge, besides assisting in paying his salary. One of the very earliest was that built on Lot 18, Con. 5, in which an American first taught, who soon after returned to the United States. As late as 1833 there were but five regular teachers in the whole Township, including Bytown.

No churches were built in the Township till Bytown became a place of sufficient importance to support them. The first ever built was a frame one near Sandy Hill. It was erected in 1827 by John Burroughs (a Methodist and a very pious man, who also preached), at his own expense. It was subsequently destroyed by fire. During the summer of 1828, when work on the Canal was stopped pending the decision of the authorities on the question of enlarging upon the original plan, Thos. McKay and Redpath, his partner, took their men and built a stone Presbyterian church on the site of the present St. Andrew's, which was the second church in the original Township of Nepean.

Those who settled before 1826 and 1827 used to cross the river to attend religious services in Hull, and even to inter the dead; the old Olmstead burying-ground—the oldest in the whole Ottawa Valley—being resorted to by those on the south as well as the north shore. One of the Honeywell family—the second born after their migration—was the first death in the Township, at two or three years of age, and was there buried.

Long before Bytown became a reality, however, the Nepean settlements were visited by ministers of the Gospel of various denominations. The first who ever set foot in the Township was Rinaldo Everett, a Methodist preacher from the Black River Conference in New York, who came as a missionary to the confines of the Canadian settlements. He came via the Upper Rideau settlements, and thence, alone, in a canoe. He first preached in Mr. Honeywell's house, and Rice Honeywell, then a small boy, took him across the Ottawa in a canoe, to preach at Hull.

The first sermon ever preached by a Protestant clergyman in that part of Nepean which is now Ottawa was by Rev. Mr. McKenzie, a Presbyterian, from Williamstown, Glengarry. The sermon was preached from a platform erected on the canal-lock bank, of timbers which were to support the arch of the old Sappers' Bridge; and immediately afterwards Mr. McKenzie retired to the house of Matthew Connell, who then kept store and Post Office, and baptized two children, one of whom was T. McK. Robinson above mentioned.

Outside of the present limits of Ottawa, the first church erected was the Roman Catholic, at what is now the Village of Fallowfield, on the Richmond Road. This was in 1833, and attracted a large number of Roman Catholics off the canal as settlers to that part of the Township.

For many years subsequent to the entry of the earliest settlers there was not a horse or wagon in the Township—oxen and "jumpers" answering entirely the requirements of the people. Rice Honeywell owned the first wagon ever in the Township. He procured it in trade from an emigrant coming in from the Upper Rideau settlements, and it was the seven-days wonder to the people of the Nepean settlement.

The road "bushed out" by old Mr. Honeywell, when conveying in his supply of flour in 1814, came subsequently to be used by lumbermen and others in passing between the Rideau and Ottawa, and continued to be so used for many years, till the settlers along the route one by one fenced it in with their own lands. Most of the present travelled roads throughout the northern section of the Township were afterwards laid out by Mr. Robinson, above mentioned, or under his immediate superintendence, as one of the oldest highway commissioners.

On the Rideau front of the Township but very few settled, except those previously mentioned at Billings' Bridge, till the time of the canal. In fact the only one appears to have been Captain Collins, who settled at the mouth of the Jock, or Goodwood, soon after the formation of the Richmond settlement, and not later than 1822. It was a son of his who kept the first store in Nepean—afterwards succeeded by Bellows—at Bellows' Landing on the Flats. A son of Captain Collins still resides on the old homestead. He, at an early date and for many years, acted a leading part in municipal affairs.

There are a large number of villages in Nepean, although none are incorporated. In fact the country is nothing but one continual village, or continuous succession of villages, for several miles out on the Richmond Road.

ROCHESTERVILLE is the chief of these, as well as the nearest to the City, or rather, it is itself a part of the City, though not in the corporate limits. Reference to the founder of the place, from whom it took its name, may be seen elsewhere. The Village contains a great many beautiful suburban residences of wealthy citizens of Ottawa, as well as a large number of substantial business houses. Directing our course in a circular direction, southward and eastward, around the City, we continue to pass through one village after another, till intercepted by the Rideau.

MOUNT SHERWOOD comes next in order, and is an important suburb of the Capital. It takes its name from the Sherwood family, the head of whom was Edward Sherwood, late County Registrar, elsewhere referred to. Like Rochester, it is classed with Ottawa under the Exceptional Postage Rates Act. Bearing easterly, we pass through STEWARTON, elsewhere spoken of, and now probably the most prosperous and rapidly growing suburb of the City, which is adorned by a very large number of splendid private residences. It extends from Mt. Sherwood to the canal, and southerly to the village of

BILLINGS' BRIDGE, partly in Nepean and partly in Gloucester, under which latter Township-head it will be found. Stewarton is likewise included in the Exceptional Postage Rates System, as is also ARCHVILLE, that suburb of the City lying between the City and Billings' Bridge on the one hand, and the Rideau Canal and Rideau River on the other. The

RICHMOND ROAD VILLAGES include the suburb known by that name, and farther on Birkton, Nepean Mills, Stottsville, etc., etc., at each of which are post-offices, hotels, stores, and mills. At Nepean

Mills are situated the magnificent steam saw-mills of the Hon. James Skead; and at Stottsville, Joseph Johnston carries on large steam saw, shingle, and lath-mills. The C. C. R. R. have a flag-station in the Township, known as Britannia, but there is no village there. Further on we come to

BELL'S CORNERS, 9 miles from Ottawa. There are three hotels here, a general store, and P.O., the grounds of the County Agricultural Society, a couple of churches, and the Town Hall. This latter is a wooden structure, built many years ago, and now insufficient for the growing requirements of the Township business. To remedy the existing want, a new hall has just been erected at Rochesterville, which is a credit to the chief Township of Carleton. It is of red brick, with white brick facings, is a large, commodious, convenient, and very handsome structure, whose interior arrangements are complete in every detail, both of design and finish, and contains public hall, committee rooms, private offices, fire-proof vault, etc., etc.

FALLOWFIELD, beyond Bell's Corners, on the Richmond Road, is a pleasant Post-Village, with church, school, store, and mechanics' shops of various kinds. Its early settlement has been previously referred to.

MERRIVALE, the present terminus of the Ottawa, Nepean, and N. Gower Macadamized Road, is a small Post-Village, 6½ miles southwest of Ottawa. Its founder, Arthur Hopper, is mentioned in connection with the early history of Bytown.

We have been unable to discover from either books, records, or the "oldest inhabitant" the exact date of the organization of the Township of Nepean as a Municipality. The earliest preserved records are the latter part of the minutes of the "Town meeting" of 1836, as follows:—

"Resolved,—That Daniel O'Connor, Esq., of Bytown, be appointed Town Warden for the ensuing year.

"A. J. CHRISTIE,  
"Clerk.

"JAMES ROLLS,  
"Chairman."

The minutes of the first "Commissioners' meeting" are still extant, and we extract:—

"BYTOWN, 15th day of Jan., 1836.

"This day the Comrs. duly appointed at the last Township meeting held by Nepean, held their first meeting in J. R. Stanley's house, in pursuance of the Act, when—

"Wm. Thompson having declined to act as a Comr. in consequence of his near residence to Peter Aylen, another of the Comrs., his resignation was accepted, and E. L. Wood, of Nepean, was appointed in his place.

"When the Clerk having intimated to the Council that some unavoidable delay had taken place in preparing the notices to the different officers, and that in consequence several of them had not been sworn in, the Comrs. allowed them a further delay until the next day of their meeting, for that purpose, without exacting the penalties against them for neglect.

"W. GRAHAM,  
"PETER AYLEN."

In February of the same year the Commissioners' meeting was held at "Silas Burpee's tavern," in consequence of J. R. Stanley's tavern having been burnt down. Next year Stanley's appears to have been rebuilt, as the meetings were held there in '37, and every successive year till '45, when they were removed to Woods' tavern on the Richmond Road.

The following were the chief Township officers, each year, up to the operation of the Municipal Act:—1837—*Commissioners*, Geo. Paterson, Peter Aylen, Arch. Wilson; *Assessor*, Hugh Bell; *Collectors*, (for country) Wm. Graham; (for Lower Bytown) Thos. Cochrane, Wm. Stewart; (for Upper Bytown) John Chitty, Ben. Rathwell. Mr. Christie resigned the clerkship in May, '37, on account of the day of meeting being appointed the same day as the publication of his paper, the *Bytown Gazette*, and Wm. Oakley was appointed in his place, retaining the position till 1840. In 1838 the *Commissioners* were Stephen Collins, Francis Davidson, Geo. Paterson; 1839—*Comrs.*, Stephen Collins, Francis Davidson, W. M. Bell; 1840—*Town Wardens*, (for Bytown) Donald Cassidy, (for the Township) Capt. Davidson, Capt. Collins; *Clerk*, T. G. Burns; 1842 and 1843—*Minutes lost*; 1844—*Clerk*, Reuben Traveller; 1845—*Assessor and Collector*, (for the country) Hugh Bell; *Assessor*, (for Bytown) James Matthews; *Collector*, (for Bytown) Arch. Foster—same continuing in office for next two years; 1847—*Church Wardens*, (for Bytown) Wm. Lang, (for the country) John Robertson.

During this year Bytown was incorporated, and in 1848 Nepean commenced to run its own affairs alone. There were 169 ratepayers in the Township entitled to vote that year, and the *Town Wardens* were John Robertson and Saml. Collins; *Clerk*, James Shanley; 1849 (last year of the old system)—*Town Wardens*, Chester Chapman, John Scott; *Assessor*, James Spain; *Collector*, E. L. Wood.

The *District Councillors* for Nepean from the organization of Dalhousie District to the above date were:—For 1842-3, John Thompson, G. W. Baker; 1844-5, G. W. Baker, Fredk. Bearman—the latter being "elected in the place of John Thompson, Esq., by a majority of 41 votes over John Robertson, Esq.;" 1846-7, Fredk. Bearman, John Bower Lewis. Bytown being incorporated in 1847, Nepean sent but one *District Councillor* for 1848-9, viz.: John Bower Lewis, who was "elected by a majority of 33 over J. Robertson, Esq."

The Town meeting to elect the first Council under the new system was held at Bell's Corners, Jan. 7th, 1850, when Fredk. Bearman, J. P., Chester Chapman, James Spain, John Robertson, J. P., Michael Grady, John Scott, G. W. Baker, Wm. Foster, and John Thompson, ran for Councillors—the five first-named being elected. These were all present at the first Council meeting held at the same place, Jan. 21st, when Col. Bearman was chosen Reeve. He resigned in December, and Chester Chapman succeeded to the vacant position for the balance of the term. The other Town officers for that year were:—*Clerk*, James Shanley, until September, when he was succeeded by Thos. Stapledon; *Treasurer*, Geo. Arnold; *Assessor*, Geo. Bain; *Collectors*, John Tierney, E. L. Wood; *Auditors*, Thos. Lynn, Hugh Bell; *Constable*, Joseph Martin.

The same Council were re-elected in 1851. Mr. Chapman was again chosen Reeve, and James Spain, Deputy (first year Nepean had a Deputy)—and the same gentlemen held the same positions during 1852 and 1853. In 1854 Mr. Chapman was again chosen Reeve, but declined to act, and the place was filled by John Scott. From this date the *Reeves and Deputies* for the succeeding years were as follows:—1855, John Scott, Geo. Bell; 1856-57, Geo. Bell, Saml. Davison; 1858-

59, Saml. Davison, James Bearman; 1860-61, Saml. Davison, N. G. Robinson; 1862, N. G. Robinson, Wm. Byers; 1863, N. G. Robinson, Richd. Taylor; 1864, Thos. Graham, John Dawson; 1865 to 1870, inclusive, John Dawson, Thos. Graham; 1871-72, John Dawson, E. B. Hopper; 1873, John Dawson, T. G. Anderson, Thos. Clark. This year Nepean became entitled to two *Deputies*. During the year the Reeve, Mr. Dawson, resigned, and John L. Bearman was elected in his stead. 1874, Col. Bearman, Thos. Clark, T. G. Anderson; 1875, Thos. Clark, T. G. Anderson, John Thompson; 1876, the same, with James Davison added as third *Deputy*; 1877, Thos. Clark, John Dawson, John Thompson, John Christian, Jr.; 1878, Reeve, Thos. Clark; *Deputies*, T. G. Anderson, John Thompson, John Christian, Jr.; *Councillor*, John Foster; *Clerk*, F. W. Harmer; *Treas.*, Geo. Arnold; *Assessor*, John Boyce; *Collector*, Danl. O'Grady; *Auditors*, Thos. Anderson, Jr., John R. O'Grady. Mr. Harmer has been *Township Clerk* since 1866, when he succeeded Mr. Stapledon, on the latter's death. He is also Clerk of the Division Court, held at Bell's Corners; and one of the most obliging, efficient, and popular public officers in the County of Carleton.

The finances of the Township of Nepean are in a healthy condition. The ordinary receipts (exclusive of school rates) for 1877 were \$9,675.31, and ordinary expenditures, \$8,986.50. The assets of the Township are estimated at a value of \$26,663.41, and its liabilities, \$8,694.27—leaving a balance in favor of assets of \$17,969.14—a most favorable showing. The Township received from the Municipal Loan Fund (exclusive of interest) the sum of \$10,138.00, of which \$6,000 was paid for stock of the Ottawa and Nepean Road Co., the balance being expended in the general repairing of highways and bridges. They also own \$4,000.00 of stock in the Nepean and N. Gower Road; and their whole investment in Road-stock (\$10,000.00) returns an interest varying from 10 to 15 per cent. Thus we see that whatever way we look at Nepean, we find it at least approaching what its admirers claim it to be—a model Township in the abstract, and the model Township of the Metropolitan County in particular.

## GLOUCESTER.

This is the first Township of the County in population, and the second in wealth as well as in area. It contains 83,573 acres of land, 25,360 of which are improved. The assessor's valuation of this is a trifle under 1½ millions—to which ¼ million was added by the last "equalization"—the figures standing now at \$1,723,321. The population is 7,815, or 1,305 more than Nepean, the next most populous Township. There are 1,692 resident, and 52 non-resident ratepayers. The former are assessed for \$55,806 of personal property, and own the following domestic animals:—1,655 cattle, 1,644 sheep, 653 pigs, and 976 horses.

Geographically, Gloucester is situated in the north-east part of the County, and is bounded (including New Edinburgh) on the north and west by the Ottawa and Rideau respectively, on the south by Osgoode, and on the east by the County of Russell.

Topographically, it presents an exceptionally even surface, which covers almost its whole area except those parts bordering upon the Rideau and St. Lawrence, where the ground is more broken, varying from the slightly undulating to the moderately rough; and presenting almost every known variety of both quality and description of soil, ranging from the lightest sand, through clays and marls, to solid rock, and therefore from the best to the most worthless.

Geologically, the range of variety of the various localities in this Township is very extensive, and has already been referred to under that head. Generally speaking, the low flat parts assume a certain uniformity of conformation, which, when freed of the natural overflows of water by a practical system of drainage, will make it one of the richest known sections for vegetables and grasses, and those varieties of cereals which flourish in a damp, rich soil.

One of the important features in the geography, topography, and likewise the geology of Osgoode is the celebrated "Mer Bleu"—a portion of the eastern-central section, which is covered at a comparatively high altitude above the Ottawa, and even the Rideau level, with the "blue sea," as the French called it when they first located in its vicinity—a name which it still retains in their own language. It is beneath the surface of the Mer Bleu that those inexhaustible beds of peat lie which have lately begun to attract considerable attention. Until these are utilized for some such purpose as projected, however, the land will for all time be worthless, unless the whole Mer Bleu (consisting of several thousands of acres) be drained—a scheme which appears perfectly feasible, but likely to remain for generations unprofitable, considering the immense tracts of fertile lands within comparatively easy reach, which can be obtained merely for the taking.

The French element predominates in this Township, more than in any other of the County, being confined to no particular section, but mingled and scattered over the whole, except the south-west corner, bounded approximately by the "Gloucester" road from Billings' Bridge toward Metcalfe.

As to the early settlement of Gloucester, it was the second Township in the County in point of time, and, with the exception of a single family, that of Ira Honeywell, who had settled about five miles up what was afterwards the "Richmond Road," Bradish Billings, who was the pioneer of Gloucester, was the first permanent settler on the whole south shore of the Ottawa, although it is proven by certain title-records that one Ferguson located on the Ottawa front of the Township as early as 1803, but soon afterwards sold or abandoned the claim, and left for other parts.

The Billings were an old English family who settled at Goshen, near Boston, Mass., several generations previous to the Revolutionary War. The father of Bradish Billings was a Dr. Billings, born at Goshen, a man of an unusual amount of personal and political influence, and a military surgeon who served with distinction in the Continental army during the Revolution. The Billings all espoused the side of their fellow-colonists, and a number of them served in the army on that side. After the acknowledgment of Independence, as is well known, many who had taken sides with the victorious party became tired of the new Government, or perhaps longed for the richer lands of Canada, free gifts of which the British authorities liberally held out as an inducement to encourage American immigration.

On the full development of this scheme by the issue of Gov. Simcoe's proclamation of 1791, New England—poor in soil, but rich in intellect—contributed no small share toward the settlement of what subsequently became, and to this day continue to be, the fairest portions of Upper Canada; and among those who came hither in 1792, and settled in



Brockville, was Dr. Billings, the ex-surgeon of the American army. He had a family at this time, of whom Bradish, born near Boston, was then nine years of age.

This young Bostonian, when he grew to manhood, branched out into lumbering operations; and, with one Wm. Marr as a partner, came into Gloucester and took out oak timber along the Rideau as early as the winter of 1809-10. Young Billings, after working at this business as a jobber two or three seasons, for Philemon Wright, of Hull, made up his mind to settle in the neighbourhood; and in the month of November, 1812, he built a log shanty for a residence, on what is now Lot 17, Junction Gore, of Gloucester.

The Township at that time had not been laid out in concessions and lots, but its metes and bounds had been set off by a man named Steadman. After building his shanty he continued to reside there through the winter and get out timber. He had in his employ Wm. Blakeley, Elkanah Stowell, and another man—all Americans. They had come down from Burritt's Rapids with their supplies in a scow, managed by two men, while the other two drove a cow through the forest. At nights they tied up the cow and all slept in the scow, anchored in the stream. They got frozen in just above Long Island, and had to portage their supplies thence in to their location.

During that winter, at intervals, they cleared four acres of land about their shanty; and in the spring of 1813, after running down their timber to the Ottawa, they burnt this land clean, and planted corn upon it, then returned to Merrickville. Mr. Billings remained here all summer, and on October 18th married Miss Lamira Dow, of that place, who was born at Cambridge, Washington County, N. Y., on the 1st May, 1796, and moved to Canada with her parents in 1805. The young couple set out together for their new home shortly afterwards, and landed at the spot where the little church now stands, on the 28th October, 1813. A very large stone of peculiar shape, still lying, as it then did, just inside the fence, off the river road, towards the river, and close to the church, formed the back of the big "fireplace" of the first log-cabin in Gloucester, where this couple passed their honeymoon in solitude, during the winter of 1813-14—though not exactly in solitude after all, for the three men who came with Mr. Billings the previous winter remained with him still, and became permanent settlers. Of these, two have long since finished their works among their fellows; while one of the number, Mr. Stowell, now resides in Oswego, N. Y.

Mr. Billings cleared away at his land by degrees (having but 10 acres cleared in 1822), making lumbering his chief occupation till 1827, when he abandoned it entirely, and devoted his time thenceforth exclusively to farming.

In the year 1814 he erected the first frame building in the Township—a barn which is still standing across the road from the church. The boards to build it with were floated down, raft-shape, from Merrickville where they were sawed.

In the autumn of 1813, after coming to her new home, Mrs. Billings helped harvest and husk the corn-crop which her husband had planted the previous spring. Like most of the young women of those days, she was a girl of enterprise and spirit, and not to be baulked or discouraged by any ordinary difficulties. She had been a school-teacher in Merrickville. She was hired by the Rev. Wm. Brown, a pioneer Methodist minister of that place, known far and wide in the early days of the Rideau River settlements. He engaged her for three months, at \$7 per month, and "board around." When her time was out he coolly told her the people had no money to pay with, but that if she would make out notes payable in wheat for each one to sign according to the amount he owed, he (Mr. B.) would have them deliver it in Brockville to Mr. Eastman, a merchant there, and she could then get her money. She accordingly made out the notes, went around to the people and got them all signed, and posted to Brockville on foot. Arrived there, Mr. Eastman refused to cash the notes; but promised, if the wheat was delivered in Brockville, that he would pay her its value in goods. Nothing daunted, she returned to Merrickville, had the people gather up their wheat, went to Brockville with it herself, and collected her account for teaching services in this roundabout way.

On another occasion she wished to go on a visit a distance of over 30 miles, and had some things to take with her, making it impracticable to walk. She heard of a neighbour who was going in that direction with a load, and repairing thither, was told that the team was at her service if she could manage them with a load, but the owner himself could not go so soon as she wished. She accepted the offer, and drove a very spirited team, over a difficult road, a distance of over 30 miles, and having left the load and completed her own business, returned safe and sound.

Not many girls of 15 or 16 years of age would nowadays care to emulate the conduct of the mothers of Upper Canada during the early part of the present century. Fortunately for themselves and our country, however, they possessed the spirit, and courage, and devotion which made light of seemingly insurmountable difficulties, spurned thickening dangers, and bravely conquered both.

An accident of an exciting character happened to Mrs. Billings not long after she was married. She had been on a visit to Merrickville with her husband, and they were returning in their canoe. She was carrying her baby in her arms—Sabra, now living at Billings' Bridge, who was the first child born in the Township—and when approaching the Hog's Back Rapids, Philemon Wright, who was accompanying them in another canoe, by some mismanagement ran into theirs, threw Mr. Billings off his balance, and sent their canoe over the rapids. This was a most dangerous rapid, and had never been attempted to be run by even the most expert Indians or raftsmen. Mr. Wright paddled ashore and ran down to the foot of the rapids, aghast at what he had done, and fully expecting to witness their mangled corpses dashed among the rocks midway. Mrs. Billings, however, firmly kept her seat, and bravely assisted her husband in balancing the frail bark; and by the best of good management, assisted by the best of good luck, and not forgotten by a kind over-ruling Providence, the little craft shot through the foaming waters and between and over rugged rocks, till on arriving in still water it was almost full of water and in a sinking condition; and in this exciting situation Mrs. Billings baled out the water while her husband paddled for dear life, and they reached the shore again, to their own untold joy and Mr. Wright's supreme delight, just in time to save themselves from a watery grave. This was the only occasion on which a canoe ever ran the Hog's Back Rapids. The heroine of this adventure still lives at Billings' Bridge. She is yet a smart woman, both physically and intellectually, though now in her 83rd year.

With the exception of the men above-named, who came in with Mr. Billings to work for him, no others located permanently in the

Township till the year 1819; although Elkanah Billings, a brother, settled in 1813, but only remained one year.

The Billings family had neighbors, however, the next year after their permanent settlement. Abram Dow settled with his family, immediately across the Rideau, in Nepean, in 1814; two other brothers of his, Samuel and Marble, settled near him in 1816; and Lewis Williams, with a large family, settled close by, also in Nepean, in 1817; so that at the last date quite a little neighborhood had been formed—though Mr. Billings and his household were yet the only settlers in Gloucester.

In the summer of 1819, the Doxeyes and Ottersons came in and settled on land still owned by their descendants. The former were from Leinster, Ireland, and Thomas, one of the brothers, is still living on the old homestead in the Junction Gore, 86 years of age. Andrew Wilson, an ex-Navy Captain, came in and took up land on the right bank of the Rideau the same season. This gentleman was a man of wide reputation and influence during the early days of the Township's existence. His house was a sort of stopping-place for all who came in *via* the Rideau Valley from Merrickville, or the St. Lawrence front—as very many of the early settlers did—and they always found the latch-string hanging out of the Captain's cabin door.

He had a fine place too, which his means enabled him, and his tastes prompted him, to embellish to a greater extent than the clearings and cabins of most of the pioneers. It is related of Daniel O'Connor, who afterwards became a leading citizen of the community, and was County Treasurer for many years, that he and his wife walked all the way from Kingston to Bytown, carrying their baggage on their backs, and stopped, among other places, at Capt. Wilson's over-night. Next day the Captain put them across the river—as there was then a sort of road on the left bank, but none on the right—and they trudged on till opposite Billings', when they attracted Mrs. Billings' attention on the opposite side, and she crossed in her boat and returned with them. They stayed this night at Billings' house, and in the course of conversation, and while relating their adventures by the way, Mrs. O'Connor (who was already heartily sick of the backwoods) said that Captain Wilson's was the only place she'd seen north of Kingston which she'd live on, and that if ever her husband owned a foot of land in Canada she hoped it might be a part of the Wilson place. The prospect seemed rather remote at that time, as Mr. O'Connor had no means; yet it was not many years before he owned and lived upon the Wilson property, including 300 acres of land, which is still in possession of the family, though those whose energy succeeded in thus making them master and mistress of a fine estate have long since passed away.

Among the early settlers of the Township—though not till some time after Captain Wilson's location—were the Johnstons, in what is now sometimes known as the "Johnston neighborhood," from the fact that a large number of their descendants of the same name still reside thereabouts. Old Mr. Johnston stopped over-night with Capt. Wilson, who directed him where to find his land, which he had "drawn" before coming. On his return, he again stopped at the Captain's, and in answer to the latter's question of how he got along, replied that he "had a d—d hard scramble;" whereupon the Captain named the locality "Hardscramble," a title which ever since has clung to it, and by which it is even now more familiarly known than by any other. At that date there were no roads—not even trails—simply "blazes" left by the surveyors who had finished up the laying out of the plan of the Township, begun some years before by Steadman.

In 1821 Hugh McKenna came into Gloucester, and the same year also came Captain, afterwards Lt.-Col. William Smyth, who settled near Billings, and subsequently became one of the leading men of the community in all affairs of public concern. Among the positions of honor and trust held by this gentleman were that of District Councillor previous to 1850, Reeve subsequent to that date, Township Treasurer for many years, Captain of Volunteers during the Rebellion, Lt.-Col. of Militia up to the time of his death, one of the oldest Magistrates in the County of Carleton, and Rideau Canal Commissioner, by special selection of the Imperial Government. He died at his old homestead only last year, in the 84th year of his age.

Till about the time of the completion of the canal the Township settled up very slowly. A large family named Holden came in in 1821, and John Holden undertook and completed during the following winter (1821-22) a contract of clearing 50 acres of land for Mr. Billings. This was then the most extensive single clearing in the settlement. John Holden was drowned in the spring of 1829, while trying to cross the river on the ice opposite Billings' house.

In 1824 the Hollisters and Carmans became permanent settlers. One of the latter family is the celebrated Bishop Carman, of the M. E. Church, now of Belleville—another is now Government Canal Toll Collector at the Ottawa Station.

By 1829 a nice settlement had sprung up, and as Bytown had then assumed the proportions of quite a town, it was deemed necessary to have a bridge across the river, to make communication easier than it had hitherto been. A subscription was started among the settlers. Mr. Billings was the most active in promoting the movement, and subscribed £25 himself. A sufficient sum was obtained during the summer to build a bridge during the winter of 1829-30. We have seen the original subscription list, which comprised the following names:—John Cunningham, Hugh McKenna, J. Telford, Wm. Smyth, Thomas Doxey, John Brush, W. Griffith, —McFadden, —Otterson, W. Doxey, B. Billings. The first-named managed the subscriptions and collections. This bridge was known for a long time as "The Farmers' Bridge," and was named Billings' Bridge some years subsequently, as well as the locality surrounding it, and the Post Office which was located there.

The place has since developed into a very nice little village, partly situated on both sides of the Rideau, containing hotel, stores, and mechanics' shops of all descriptions, and a large number of handsome private residences. The Village Post Office is on the right bank, on Gloucester side—three miles from Parliament Hill, by a most excellent road, which is one of the pleasantest drives anywhere in this section of country.

The Town Hall is also here situated. It is a tasteful and commodious building of red brick, with white brick facings, 1½ storeys gothic, with portico terminating in a turret, containing fire-proof vault, private offices, public hall, etc., etc., all designed with due regard to its various requirements. It was built in 1874 at a cost of \$3,368, exclusive of 10 per cent. additional for architects' fees, the amount being taken from the \$9,570 (exclusive of interest) received from the Municipal Loan Fund surplus, the balance of which was expended for other local improvements chiefly in connection with roads and bridges.

Although the Billings settlement was the earliest in the Township, many of the present adjuncts of our high state of civilization came first into existence in other parts, from the fact that Bytown was founded at an early day in its history, and the distance separating them only being that of different parts of what is now really one city, the churches, schools, etc., of the town served the people on the right bank of the Rideau till some years after the completion of the canal, when the Township came to be more thickly settled. There was a school teacher but no regular school-house at "the Bridge" before the inception of Bytown. A Miss Burritt was governess at Mr. Billings' at a very early date. One Maitland was the first male teacher in the neighborhood. A Mr. Colquhoun and a Mr. Collins also taught there at an early day. The latter taught in the first building erected in Gloucester for a school-house. This was a little square log house, built by Mr. Billings in close proximity to his own. Children from the families on both sides of the river learned the rudiments in this place, which is now the "ben-house" of the old Billings homestead.

We have already intimated that up to the time of the completion of the canal (1832), the Billings settlement was the only one in the Township. This event was the cause of an influx of population, as it was throughout most of the other Townships of the County, and scattering all over its area, settlements sprung up in every direction which soon developed into little villages here and there, some of which have increased to a very respectable size, and bear evidence of prevailing prosperity, while some others have undoubtedly seen their best days, and present the plainest proof of having fallen into a state of retardment from which time is not likely to resuscitate them.

Of these about the first formed was Long Island Village. This is on the right bank of the Rideau, opposite the foot of the Island, from which it takes its name. The works connected with the building of the Long Island Locks gave it birth, and the discharge of the canal hands, on the completion of these works, gave it its chief growth. It was at one time quite a thriving village. The oldest settlers were Heman and Sylvester Holbert. Some say they came in previous to the settlement of Bytown. If so, they were the only ones who did. They afterwards removed to Georgian Bay. Those who came in and settled while the canal was in progress were Wm. Blythe; Cornelius Driscoll, Wm. Findlay, the Wilsons, Geo. Helm, Wm. Cuddy, Jas. Moodie, Hugh Blair, James Dunlop, Patrick Nash, John Davey, and a short time afterwards, Nicholas Clark, now one of the leading farmers of the Township. The following also settled in the vicinity about the same time:—Thomas Armstrong, John Gamble, Thomas Byers, Robert Gamble, Richard Heffron, and Samuel Moore.

The first church in the Township was built here, and the second school-house—next after Mr. Billings'. The church was a Methodist one, since replaced by the one now used by that body.

The present aspect of the place is far from that of a Village, though evidences of a lost prosperity are visible in the many deserted houses, and the ruins of others which Time, the destroyer, has laid his hand upon.

Going eastward from Ottawa, over the Montreal or "King's" Road, the country for miles is almost a succession of Villages. That bordering the Rideau, and which centres towards Cummings' Island, is officially called Janesville, though it is known by every one as Cummings' Island. A little further south-east is Cyrville; down the King's Road a short distance is Rockliffe; some distance further on is Dominion Springs Village; and down near the Russell line is the Village of St. Joseph; while out along the Russell road come in succession Hawthorne, Ramsay's Corners, and Eastman's Springs. There are a number of other places where Post-offices are established, but no other settlements to which the name of Village could justly be applied.

Among the first settlers in the vicinity of Janesville, which is the most flourishing Village in the Township, and an important suburb of the Capital, were Geo. Sparks, a cousin of the original owner of the Bytown property, Sergt. Templeton, of the Engineers, and Clements Bradley, son of Capt. Bradley of the old 100th Regiment, who had come into the County in 1818, and drawn land in Goulbourn, Huntley, and March. Gideon Olmstead was also one of the first. These were here when Charles Cummings came in 1836. He occupied Cummings' Island, which has ever since borne his name, and his eldest son Robt., now living there and carrying on an extensive business, has been for many years one of the leading men, not only of the Township, but of the County, in commercial, municipal, and political affairs. He was many years Reeve of Gloucester, and Warden of the County in 1876. It is in contemplation by the St. L. & O. R. R. to erect a station on their line at this place, and the P. O. authorities have made arrangements for the establishment of a Post-office at an early day.

Further down the road, in the neighborhood of Rockliffe, Wm. Hopkins and Benjamin Rathwell were the earliest settlers. The former is still living. The latter was a very pious man, a Methodist, and one of the earliest local preachers in this part of the country.

St. Joseph, 10 miles from Ottawa, has a hotel, school, church, a number of mechanics' shops, and P. O. with tri-weekly mail. It is almost exclusively settled by French-Canadians, the earliest being Joseph Viseneau, and M. Dupuis, father of the present P. M. of the Village. He was a soldier in the Provincial contingent of the British army during the American War, and drew a pension for services which extended over many battle fields including that of Chatauguay, where he was wounded.

Cyrville is another Village settled exclusively by French. The land was first taken up by Joseph and Michael Cyr, about 1850, and being cut up into small lots was leased at nominal rentals and very long terms to habitants. The place is a nearer approach to the old Seigneurial Tenure communities of Lower Canada than any other, probably, west of the Ottawa River. There is a population in the Village of several hundred, though there is scarce a place of business of any kind in its limits. The official name of the Post-office is Delorme. Among the first settlers in this neighborhood, outside of the lands afterwards taken by the brothers Cyr, and long before their time, were John Finlay, Hugh Dempsey, and Sergt. Watt. Further towards the river were Edward Bradburn, John Sharp, David Dowell, James McKay, Nicholas Tremblay, William Kelley, Peter Kimmond, and John Ballantyne.

Hawthorne, which has a school, Orange-hall, a number of mechanics' shops, and P. O. with weekly mail, was first settled by C. Law, W. Little, Robt. Bailey, John Hill, John Savage, and T. Payton, about 1832 or 1833.

RAMSAY'S CORNERS, which is very much of a similar place, was



originally settled about the same time by James McGregor, John Stewart, and Sergt. Johnston. Both Villages are surrounded by a good section of country.

EASTMAN'S SPRINGS, further out the Russell Road, is about 12 miles from Ottawa, and owes its existence, as its name implies, to the discovery, at a comparatively recent date, of springs of water possessing very strong parts of various minerals of medicinal and curative virtue in solution. The Springs are situated in what was a few years ago a dense swamp, on the banks of the Bear Brook. There are some half dozen of them, and the variety of their waters is equal to their number. Some years since a joint-stock company in Ottawa bought 40 acres (covering the Springs) from Mr. Eastman, the original proprietor, for \$8,000, and erected an expensive hotel, barns, stables, etc., etc., and ran a watering-place for a couple of years, till fire consumed the buildings. During its continuance the establishment bore quite an extended and enviable reputation, but peculiarly the venture was a failure. There is still a hotel at the place, some dozen houses, and a steam-mill, store, and P.O. It is on the direct road from Ottawa to Williamsburg and Morrisburg, on the St. Lawrence front, which passes southwards through Duncanville, Moorewood, and Chesterville.

That part of the Township was not settled as early as those previously named, the first to take up land in the locality being R. Forsyth, Wm. Hall, James Simms, Wm. Fee, Thos. Grieves, John Clark, the Kettles and Andersons. It is now a thickly settled and prosperous part of the Township.

One of the earliest settlements in the Township, aside from that at Billings', as well as one of the most important, is the neighborhood known as South Gloucester, about twelve miles from Ottawa. The Johnstons, Skeffingtons, Lees, McGees, Browns, and Gambles were among the earliest to locate there. Hugh McKenna and James Telford, elsewhere spoken of, were then considered as belonging to the "South" settlement. There is a hotel, P.O., church, and school here, and many fine farms and wealthy farmers in the neighborhood.

Although settled the first of any Township on the south shore except Nepean, there were several in the County of Carleton which had a municipal organization previous to that of Gloucester—some of them many years preceding it. From the preservation of all the municipal records, however, we are enabled to arrive at a more correct understanding of the affairs of this Township than any other of the ten. From these we find that the Township was independently organized in 1832, and that the first "Town meeting" was held at the house of John Cunningham on the 2nd of January of that year, the following being chosen to occupy the various Township offices:—William Brennan, Clerk; Geo. Sparks and Wm. Johnston, Assessors; John Dunning, Thomas Doxey, Robt. Forsyth, John Freeman, Hugh McKenna, and Gustavus Clements, Pathmasters; Bradish Billings, Patk. Daveny, and M. Dowell, Poundkeepers; John Evans and James Otterson, Town Wardens; Bradish Billings was Chairman of the Commission of Justices under whom the meeting was held.

Some time previous to this there had been a Clerk, Assessor, and Collector appointed by the Quarter Sessions. Mr. Billings was the first Collector so appointed, and the amount of taxes collected the first year was a few cents over \$15.

The minutes of the meeting of 1832 give the regulations as to the confinement of stock, with their "marks," the requirements of a legal fence, etc., which are as follows:—

- "Free Commoners—
- "No hogs to run at large.
- "No horse free commoners.
- "No sheep free commoners.
- "All horn cattle free commoners.
- "Recorded—
- "Wm. Smyth's mark of horn cattle, sheep and hogs, a split in the right ear.
- "Bradish Billings—his mark, a split in the left ear, recorded.
- "James Telford—his mark, two splits in the right ear, recorded.
- "Fence Regulations—
- "All lawful fences to be 5 feet high, ten inches between the pieces, and large rails and poles to be of good reasonable size."

In 1834 the names of Clements Bradley, Peter Skeffington, Joseph Coombs, Wm. Thompson, Benj. Rathwell, James Beatty, Valentine Stanbrook, Daniel O'Connor, John Evans, James Johnston, Michael Skeffington, Wm. Fenton, John Finlay, Wm. Smyth, John Cunningham, and Zenias Olmstead appear in connection with the various municipal offices.

Wm. Brennan continued to act as Town Clerk till after the withdrawal of Gloucester from the Ottawa District and the formation of Dalhousie District in 1842. Up to that date from the last above-mentioned, the following names occur in connection with the minor municipal offices:—James Clark, Gustavus Clark, Wm. Kelley, James Bailey, John Burris, Isaac Brown, James Graham, Robt. Ackles, Thos. Paten, James Richie, John Freeman, John Dunning, James McKay, John Lees, Thos. Hodge, Joseph Charlebois, Wm. Halfpenny, John Carson, John Anderson, Wm. Fair, John Cameron, Thos. Jenkins, Herman Holbert, Robt. Lang, Francis Dupuis, Robt. Campbell, Patk. McGee, Peter Thompson, James Rain, John Savage, Patk. Collins, and John Templeton.

Among those who acted as Commissioners at the yearly Town meetings during that time were:—Bradish Billings, John Brush, Danl. O'Connor, Clements Bradley, Peter Tompkins, James Richie, Wm. Smyth, Wm. Fenton, John Cameron, Benj. Rathwell, Robt. Lang, and Wm. Doxey. Of these, Messrs. Billings, Bradley, Doxey, Fenton, Richie, and Smyth, acted as chairmen at various times.

The position of Town Warden was filled by the following gentlemen during that period:—Bradish Billings, Wm. Thompson, Benj. Rathwell, Andrew Gamble, Geo. Sparks, Patrick Nelligan, John Ballantyne, John Cameron, Thos. Doxey, James Siveright, and Wm. Smyth.

To give an idea of the contrast between the amount of municipal business now and then, we give extracts, entire, of the proceedings of a couple of the Commissioners' meetings:—

"July 9th, 1834.—Bradish Billings and John Brush, Esquires, both His Majesty's Justices of the Peace for the District of Ottawa, in the Township of Gloucester, at Wm. Brennan's Inn, held special sessions, pursuant to the Provincial Statutes, which is hereby adjourned (there being no business before them) until the 28th July inst." ; and at the meeting held pursuant to adjournment, the following was the only business transacted:—"It is considered that Mrs. Forsyth has to work four days' statute labour, within fifteen days, on the bridge near her own house, as pointed out by the pathmaster, Daniel O'Connor."

nor." And below is the full text of the minutes of the Town meeting of 1836:—"1.—Resolved,—That Wm. Kelley shall draw fifteen loads (that is to say) in one-horse Scotch-carts, well loaded and sufficiently filled, on the Farmers' Bridge, and level the same—commencing at the place where Esquire Billings' job has ended. 2.—Resolved,—That the sum of 10s. (shillings) shall be appropriated toward purchasing a book for the use of this town, to record a true statement of the regulations thereof. CLEMENTS BRADLEY, PETER TOMPKINS, Comrs."

The first contract ever given out in connection with the highways of the Municipality was let by the Commissioners on Nov. 8th, 1837, to John Evans, and covered "6½ rods across the swamp, between the main road and Billings' Mill Creek, pursuant to the 3rd resolution passed by the Board of Commissioners the 23rd Oct. last, at 7s. 6d. per rod."

The Municipal representation for 1842, the first year of the existence of the Dalhousie District, was as follows:—Wm. Smyth, District Councillor; Wm. Brennan, Town Clerk; Herman Hulbert, Patrick McGuire, Thomas Doxey, John Freeman, and Alexander Scott, School Commissioners; Gustavus Clements, Assessor and Collector.

The next year (1843) Gustavus Clements was appointed Clerk, and performed the duties of the office three years, being succeeded by Jas. Siveright, who filled the office for two years, giving place in 1845 to Daniel O'Connor—this gentleman acting as Town Clerk while the old District system continued in operation. William Smyth continued to be the District Councillor; B. Rathwell, J. Siveright, Hugh McKenna, Patrick Dunning, Wm. Fenton, Andrew Gamble, John Whellan, Gilbert Heron, Isaac Brown, Robt. Gamble, Thos. Lee, Richard O'Connor and John Stratford, being Town Wardens at various times during the above period.

In 1843 it appears there were seven public schools in the Township, and a memorandum of the first expenditure of public money for schools (for that year) is still preserved, and reads thus:—

## STATEMENT OF SCHOOL APPROPRIATIONS.

Teachers.	Months.	Amount.
Jones & Moore.....	12.....	£12 3 0
Leydon.....	9.....	9 2 3
Glasford.....	12.....	12 3 0
Dunlop.....	7.....	7 1 9
Clarke.....	12.....	12 3 0
Monaghan.....	12.....	12 3 0
Lynch.....	11.....	11 2 9
Total.....	75.....	£75 18 9

The first Council and set of municipal officers under the system inaugurated in 1850 was as follows:—James Siveright, Reeve; Thos. Bearman, Isaac Brown, Patrick Nelligan, John Cunningham, Councillors; Thomas Doxey, Clerk; John O'Dougherty, William Fenton, James Clark, Assessors; Michael Skeffington, Collector; John Otterson, Treasurer; Richard O'Connor, Auditor; George Morgan, Jerome Desnoyers, John Baskerville, Constables.

The Reeves from that year to the present were:—John McKinnon (1851), Charles Billings and Peter Tompkins (1852)—the former resigning during the year, the latter continuing in the Reeveship to 1858, inclusive; then Donald M. Grant (1859-60-61-62), Jas. Brown (1863), Robert Blackburn (1864), James Siveright (1865), John W. McGuire (1866), Peter Tompkins (1867), Robert Cummings, 1868 to 1876, inclusive, except 1873, when Henry Robillard occupied the position—and Wm. H. Hurdman, 1877 and 1878. Thomas Doxey was Clerk till 1855, when he was succeeded by Charles Billings, who has performed the duties of the office uninterruptedly ever since.

The following are the present incumbents of the several municipal offices:—Wm. H. Hurdman, Reeve; Charles Billings, Clerk; James Johnston, Assessor.

In a Township such as Gloucester—the most populous in the County—the labour connected with municipal proceedings is both intricate and onerous. The Township is fortunate, however, in possessing both administrative and executive officers who do it no discredit, the correct manner in which all business pertaining to the municipal government of the Corporation is performed being the best evidence of the zeal and ability of the officers themselves, and the good judgment of the body of ratepayers who have selected them.

## OSGOODE.

Judged by its extent, coupled with its chances of development within the next decade, as compared with that development in its own case, and the cases of the other municipalities of the County for the past ten years, Osgoode may fairly be considered a leading Township. In extent it is the greatest, containing by actual measurement 90,894 acres of land; being 7,321 acres more than Gloucester, the second in size, and nearly four times the area of Torbolton, the smallest; while in wealth and population it is third, being behind Nepean and Gloucester in both, though following Gloucester very closely in the former, the value of real property being \$1,135,806, which is exceeded in Gloucester by only \$369,638, although the population is only as 1 to 2.12, being 3,685 in Osgoode, and 7,815 in Gloucester. As compared with Nepean, the wealth and population of each bear nearly the same ratio to each other, each being a trifle less than double in Nepean what it is in Osgoode.

Topographically Osgoode presents no marked peculiarities. It is more generally and more thoroughly in accord with the prevailing characteristics of the campaign region, of which it geologically forms a part, than any other Township of the County. Most of its surface is exceptionally even, tending to flatness through large portions of it, but in no place so much so as to make it impracticable of drainage. Here, as elsewhere throughout the County, much of the land which was at first perfectly worthless on account of its low level, has been brought into cultivation by a comprehensive and non-expensive system of drainage, and now ranks with the finest land in the County; and as improvements develop themselves this tendency will be increased till Osgoode seems likely to become, at no distant day, the leading township of Carleton as a first-class agricultural section.

Geographically it is the most easterly township in the County; being bounded on the north-east and south-east respectively by the Townships of Cumberland and Russell, in the County of Russell; and the Townships of Winchester and Mountain, in the County of Dundas; while its northern boundary is the Township of Gloucester, and its western the Rideau River, separating it from the Township of North

Gower. It is surveyed in 1½ mile concessions, numbering from the Rideau, while the lots number from the direction of the Ottawa. Its general shape approaches that of a square, its principal points of direction from its eastern corner being N. 24° W., and S. 56° W.

The St. Lawrence and Ottawa Railway passes through its entire length, and has one station, named Osgoode, near the centre of the southern quarter of the Township. The station of Manotick, on the town-line between Osgoode and Gloucester, accommodates the people of the north-western quarter.

It is watered by the Castor River and its branches, which form a confluence further east with the Nation River, emptying into the Ottawa. This stream is so-called after a French word meaning beaver, from the immense numbers of that valuable fur-bearing animal which in early days were found along its banks. Before the actual settlement of the Township, however, they are said to have become almost exterminated by the diligent application of trap and gun in the hands of the North-West and Hudson's Bay fur-seekers, and the Indians who traded with them. Traces of the original builders of the "dams" here and there scattered along the bed of the Castor were still quite numerous and plain till a very recent date; but they are gradually disappearing under the direction of the husbandman and the operation of the plough-share.

With the exception of beaver, otter, and deer—the latter of which were exceedingly abundant—game is said to have been less plentiful throughout Osgoode than in almost any other part of the County; though fish of the finest quality and almost incalculable quantity, and every known variety which frequented our inland waters, were here found. The timber, particularly oak, lining the banks of the Castor and its branches was of an exceptionally excellent character, and in quantity no locality surpassed it. It was drawn even from the banks of the Rideau, and floated by way of the Castor and Petite Nation to the Ottawa and thence to Quebec, that route to the Lower Ottawa being much preferable in a variety of ways to the Rideau route itself.

It was the acquaintance formed by the original oak lumbermen from the St. Lawrence front with the capabilities of the soil of Osgoode while operating on the banks of the Castor that first brought the locality into notice as one worthy of settling in—a locality which had hitherto been looked upon as nothing but one dense and impenetrable swamp. This idea had originally prevailed to such an extent, however, that Osgoode was the latest township in the County to be settled, the first actual settler having located in the winter of 1826-27.

This interesting event was due to Archibald McDonell, of Cornwall, who had, during his lumbering operations along the Castor, selected a spot where the 8th concession line now crosses that stream, on to which he moved with his family at the above date. His route lay northerly from Cornwall till he got into the wilderness where no roads existed, when he took to ice on the Nation River, following it down to the junction of the Castor, up which he drove to the spot he had selected for settlement—where Duncan McDonell, his son, now lives. Duncan was the one who drove his father's team up. It was called his team, though he was only a boy at that time, and for several years it was the only team of horses in the Township.

The survey of the Township had been accomplished some five years previous to Mr. McDonell's settlement, and about two years previous to his first visits on lumbering excursions, or in 1821-2. Wm. McDonell, P.L.S., was the original surveyor, and it had been officially named at or before the time of the survey, after a British nobleman in the public service connected with the management of colonial affairs.

Archibald McDonell, the first settler, above-named, was a native of Glengarry, being a descendant from an army officer who was one of the first Colonists of that County on the disbandment of some of the Highland troops, after the close of the Revolutionary war. He married Catherine, daughter of Alexander McDonell, Scotch by extraction, though American by birth, who had taken arms in the King's cause during the Revolution, and was therefore obliged to fly his native home (Albany, N.Y.) and settle in Cornwall about 1783 or 1784. He (Archibald) was an officer of Glengarry Militia previous to the war of 1812-15, and during that war he was promoted, by successive steps, to the post of Deputy Assistant Adjutant-General on the staff of the General commanding the forces along the St. Lawrence frontier. While acting in this capacity, he was engaged in the most difficult and dangerous duties, which he performed in such a manner as to cause the General to make special mention of him on a number of different occasions in his official reports. At times his duties consisted in bearing important military despatches passing between the commanders of the forces in the eastern and western portions of the Province, and it was no rare thing for him to be in the saddle for two days and nights successively when on such duty, and in a number of instances the urgency of the service was such that he rode two horses to death in a single night. For these services he was granted 800 acres of land by the Government. His wife was also entitled to 200 acres, as the daughter of a U. E. Loyalist; so he drew 1,000 acres in Osgoode—probably the largest single grant ever issued to any one resident of the Township.

The early history of Osgoode is in every way closely identified with that of Mr. McDonell. Being a man of enterprise, ability, and means, he assumed from the very first a leading position in all public matters, and continued till the time of his death, in November, 1853, to exert a prominent influence in the administration of all affairs of a municipal, judicial, magisterial, or military character.

He was the oldest magistrate in the Township, and the one whose services were most called into requisition by the inhabitants who couldn't settle their own affairs amicably. Among his duties in this connection was that of occasionally performing the marriage ceremony. He was the first District Councillor, on the organization of the Township as a municipality in 1833—when it belonged to the District of Ottawa, and the Council met at L'Orignal.

He was Chairman of the first Board of Magistrates who presided at the first Commissioners' Court, or Court of Requests, held in the Township. This was in 1833. Mr. Thomas Bailly was Clerk of the Court, and the other sitting magistrates were Duncan McMartin, R. bert Grant, Archibald Campbell, Daniel Cameron, and Henry Hanna. He is also said to have been the oldest Militia Colonel in the County.

Soon after settling he opened a store on the left bank of the Castor, just across the 8th line from the present residence of Duncan McDonell (on Lot 25, Con. 8)—the first started in the Township; and he also built upon the same lot the first saw-mill in the Township, in 1835.

He had a family of twelve children, eight of whom were born in



Cornwall, and the ninth, George, now living in Osgoode, was the first child born in the Township. He built the first house in the Township—a commodious one of cedar logs—on the present Duncan McDonell homestead, in the winter of 1826-27; and the first frame building erected was the old barn now standing on the same lot. The house became prey to an accidental conflagration, after serving its purpose for nearly half a century. Mr. McD. was known far and wide by the familiar title of "The Squire," or "The Colonel," and held both titles—in reality as well as in name—till the time of his death.

The first Judge who ever held Court in the Township was Judge George McDonell, of L'Original. Mr. Baily was Clerk of the first Division Court, when that form of judicature succeeded the old style Court of Requests. This Mr. Baily was an Englishman, who had exchanged mercantile pursuits in the large centres of that country for a pioneer's life in the Canadian backwoods. He came to Osgoode in 1832, when there were scarce a half-dozen families in the whole Township. His former business experience well fitted him for the performance of his clerical duties. He was the first Township Clerk, the first Clerk of the Court of Requests, and the first Division Court Clerk in Osgoode. He now lives at St. Mary's, Ontario, and is one of the very few of the survivors of the pioneers.

After "Squire" McDonell had got on to his location, and before he had hardly got comfortably settled, he discovered that William York had settled on Lot 21, Con. 9, the same day he had come to Lot 25, Con. 8. What is very singular about it is the fact that they were both old neighbors in Cornwall—that neither knew the other had any intention of removing—that they both started from Cornwall for the same destination (but by different routes) with their families on the same day, and that they both arrived at that destination on the same day—each thinking himself the only settler in the Township for some time, till each accidentally discovered the presence of the other.

These two continued the only settlers in Osgoode till the next winter, 1827-28, when Richard Hall and Samuel Loney came in with their families and settled—the former on Lot 19, Con. 9, and the latter on 18 in 9. They had both spent part of the previous winter (1826-27) in clearing small patches and erecting shanties, and making general preparations for a permanent removal next season. No more came in till 1829. Robert Grant, who settled on Lot 24, Con. 10, was the first of these. Between his advent and 1832, three years, the only other settlers who located permanently were Peter McLaren (who settled at Kenmore, the pioneer of that locality), "Squire" Hanna, and Donald McIntosh, ex-Sergeant of Royal Artillery, who settled on the east and west halves, respectively, of Lot 23, Con. 7; the two Cassidy brothers, John McNab, Duncan Cameron, Colin Campbell, Dennis Kearns, Henry Brown, John Farlinger, and Thomas Bailey. About the latter date one Harris and one Hurd had located on the Rideau, opposite to the Garlick settlement, one of the oldest in North Gower, and some distance up river from the new Union Bridge at Wellington.

During the season of 1832 the Rideau Canal was completed, and the number of settlers then commenced to increase, and from that date steadily continued to come in in such numbers, and over such scattered areas, that it would have been quite a matter of difficulty to keep track of them as to time and place, even then; and now, when nearly a half century has passed, and most of those who were cognizant of events then passing have gone the way of life—while those remaining cannot be expected to be full of the memory of what were then the commonest details of every-day existence (though at this distance of time many such would be of interest to their descendants), it becomes a matter of impossibility to trace the various stages of settlement in their properly recurring succession. Nor does this seem necessary, as what records have been preserved are sufficient to show who were the men to take part in the governing affairs of the community from year to year; while the every-day life of all—though not perhaps marked by any peculiarly or particularly exceptional incidents—was still replete with all those experiences of primitive sorrows and sufferings, brightened by occasional periods of rude joys, and tempered by a comparative ignorance, the result of constant inurement to trials which hardened their nature, and brought home the force of the old saw that in certain cases wisdom may be folly.

For instance, the few original settlers never heard of such a place as Bytown till the winter of 1827-28, when the future Capital had had a "local habitation and a name" for over a year. When the breezes favored, the thunder of the rock-blasting by Col. By's sappers could have been heard at intervals, yet our Osgoode pioneers knew nought of the great public work which has given birth to a city, and the political centre of a nation, and their enlightenment on the subject came about in this way:—Two settlers from Gloucester, Hugh McKenna and James Telford lost a yoke of cattle which they owned jointly. At this time settlers had found their way into that portion of Gloucester between Billings' Bridge and the neighborhood known as South Gloucester, and had cut out a road from the latter place, *vid* the former, to Bytown. The lost cattle took this road to its terminus, and then branched out into the forest. The owners tracked them to the 4th Con. of Osgoode, where they fell in with other cattle tracks, which they pursued till they came to "Squire" McDonell's clearing. This was the first the Gloucester folks knew of any settlement in Osgoode, and *vice versa*. On telling their new-found friends of Osgoode about Bytown, and the road they had "bushed out" from there, extending at least half-way in their direction, the Squire collected all the settlers together, and they agreed among themselves to cut out a road from their location to connect with the road to Bytown. This was accordingly soon done, and that same winter the Osgoode people—who, by the way, only yet numbered some four families—used to drive to Bytown to procure what few necessities they required, which they were previously obliged to go to the St. Lawrence front to obtain.

They also then had an opportunity of getting their wheat ground into flour at Wright's mill (Hull), whereas they had previously been obliged to go either by boat or on the ice down the Castor, and up the Nation River to the section where settlements existed, after which they had to transfer their load to waggons (if in the summer-time) and drive to Long Sault Island in the St. Lawrence, opposite Milles Rocks, and near Dickinson's Landing. This was the first year. Then Chrysler's mill was built on the Nation River, near the Village of Berwick, which they considered quite handy, till they heard of a town with mills and stores, &c., on the Ottawa. After this they used to go to Hull (or Bytown—after LeBreton's mill was built) till about 1835, when Peter McLaren, the first settler in the neighbourhood of Kenmore (where he located in 1832), built a grist mill on the Castor, and at the place where Kenmore since sprang up.

This little village was so named by its founder, Mr. McLaren, who was from Kenmore, Scotland. He was a liberal and public-spirited man, attentive to the true interests of the community in which he lived, highly respected by all its citizens. He left no descendants upon his death—having lived and died a bachelor. The village is situated in the centre of the eastern part of the Township, and at present contains a post-office (Arch. McTavish, P. M.), 3 general stores, 1 steam grist and saw-mill, 1 plough factory, 1 blacksmith-shop, 1 carpenter-shop, 2 shoe-shops, and one tailor-shop; besides a school, 2 churches (Presbyterian and Baptist), and over 100 inhabitants. The first death in the Township occurred at Kenmore, being that of Colin Campbell. He was buried on the banks of the Castor, just above where McLaren's mill was afterwards built. The funeral was attended by all the grown-up men in the Township, and there were just enough for one "change" in carrying the coffin from his house to the burying place, along a "blazed" and only partially chopped out path, which was so rough and uneven that the bearers several times missed their footing and, stumbling, fell with their charge amongst the logs and brush while on the way to the grave. A stranger, an Irishman, who was working for John McNab, was accidentally killed by a falling tree very shortly after, and was buried where the present Catholic Cemetery is, on Lot 21, Con. 6. The death-rate at first was large; and Peter Cassidy and one of the Kearns were the next called away, and in the early days of the settlement, too. They were both interred at the last mentioned place, which is the oldest public burying ground in the Township.

The church (R. C.) which was subsequently erected upon the above lot was the first built in Osgoode. It was for a long time a "mission," and visited periodically by a priest from Bytown. Father Lawlor was the first regular priest. The second church built (soon after the above) was the Methodist, just east of Metcalfe Village, and on the site of the present new church. Before the building of this, however, Rev. John Carroll, of Bytown, used to visit the place and hold religious services. He was said to be the first minister—Methodist or otherwise—who ever preached the gospel in the Township. The Episcopalians were wont to have their spiritual wants ministered to at first by Rev. Mr. Cruickshanks, of Bytown, who came out and held religious services among them occasionally; but neither they nor the Presbyterian body succeeded in having a church erected for a number of years after the building of the Roman Catholic and Methodist.

During Mr. Cruickshank's visits he used to baptize the children and marry all who sought his services in that direction. On one of these occasions, he performed this interesting ceremony for John Farlinger, one of the early settlers, and a daughter of William York; above referred to, and some say this was the first marriage which took place in the Township—though others say that that of Duncan Cameron to Margaret, daughter of Robert Grant, at the house of the latter, was the first. They seem to have happened near the same time; but one couple John McNab and Grace McDonell, didn't wait for preachers to come to them, but went to Bytown, and were made one—the first residents united in holy bonds.

James Grant, a son of one of the earliest settlers above-named, was the first who taught a school, and it was in a log shanty erected specially for the purpose, on the ground immediately east of where the Metcalfe Methodist Church now stands.

There was never an attempt at anything like a road until the cutting out of the Bytown road, as above described; nor was there any disposition to supplement that incipient highway by others for a long time at least. With that exception and a few others, which could scarcely be called more than trails, the present road along the right bank of the Rideau River was the first made. This was done under orders, from the "Quarter Sessions" in 1841, and was laid out and the work of clearing superintended by Mr. Kennedy, the present Township Clerk. His title was "surveyor," and he was assisted by four others called "commissioners." These were Thomas McKay, Thomas Gould, Richard Stethem, and Joseph Coombs. The two latter were partners in store-keeping at the present Village of Metcalfe, where they erected a log trough-roofed shanty, and kept the first store in the Township, except "Squire" McDonell's—above mentioned—on the corner where the splendid new store and residence of Mr. Campbell now stands.

METCALFE, of which the above shanty was the inception, is now probably the most prosperous Village in the limits of the County of Carleton. It is situated 20 miles from Ottawa, and 10 from Osgoode station, off which it has a daily mail. It is connected with Ottawa by a first-rate macadamised road (except 1½ miles), which is partly owned by the Nepean and Gloucester Road Co., and partly by the Township of Osgoode. A full description of both is given under the head of "Highways" in the general history of the County. The Village is on the direct road between Ottawa and Morrisburg, on the St. Lawrence front, is situated in the midst of a prosperous and thriving community, and is the centre of quite a local trade. The business part of the place consists of post-office, telegraph (Montreal) office, 2 hotels, 3 general stores, 2 tanneries (quite extensive), new and first-class steam, grist, and saw-mills (owned by Wilson & Bassett), 2 carriage-shops, 3 blacksmith-shops, 1 cabinet-shop, 2 tailor-shops, 3 shoe-shops, and a barber-shop. There is one physician in the place, and it is the seat of a Division Court. The Town Hall, or rather the Council Chamber, is here situated; and herein the Township is very much behind the age, the place consisting only of a lean-to against the rear end of the drill-shed, which the Government and Township jointly erected at a cost of about \$1,200 at the time the wave of military excitement succeeding the "Trent Affair" swept over Canada.

The Volunteer company which was raised in Metcalfe at that time is still in existence as an independent company.

In addition to the business places above-mentioned, Metcalfe contains a school and four churches (Methodist, Episcopal, Presbyterian, and Roman Catholic), and has a population of at least 300 persons.

The first Post-office was opened one concession west of the present Village in 1841, and kept by Donald Cameron. It was removed to the site of the present Village in 1845, the Postmaster then being John Cameron. It then had a weekly mail, and received its present name in honor of Sir Charles Metcalfe, who had a short time previously succeeded Sir Charles Bagot as Governor-General of the Canadas.

With the exception of Metcalfe and Kenmore, there is but one other Village in the Township, though there are postal facilities established in various localities and at sufficiently close distances to meet the requirements of the population. The Village referred to is Vernon, near the centre of the southern part of the Township—a small and pleasant hamlet, where are situated a post-office, general

store, a half-dozen different kinds of mechanics' shops, a steam grist, saw, and woollen mill, and a drill-shed, this being the head quarters of another independent company of Volunteers, which was formerly attached to the 43rd Regiment, now disbanded.

As has already been stated, Archibald McDonell was the first District Councillor sent by Osgoode to represent the Township about 1833, when it belonged to the District of Ottawa. He continued to represent it in the Council, then sitting at L'Original, till the formation of the Dalhousie District in 1842; and in this district he was also the first representative of his Township. After two or three years he was succeeded by Arthur Allen, who continued to be District Councillor till 1849, when he was succeeded by Alexander McDonell, the eldest son of "the Squire."

This was the last year of the old district system, and under the first year's operation of the Municipal Act in 1850, the following were the Township representatives:—Arthur Allen, Reeve; John Lee, Deputy; John McDiarmid, Peter McNab, Thomas Kennedy, Councillors; Thomas Baily, Clerk; Donald McIntosh, Treasurer. Mr. Baily is now the only survivor of all the above. He had been continuously Clerk since 1833, the first organization of the Township, and continued to perform the duties of the position till 1856, when he was succeeded by John Kennedy, who has uninterruptedly held the place ever since. The following names in addition to those mentioned above appear as having been appointed to the performance of one of the several municipal duties in 1850:—John McEvoy, Donald Campbell, Duncan McLaren, James Duncan, A. J. Baker, James Dorsey, Rev. Mr. Loughead (Supt. schools), James Andrews, Henry Brown, Wm. Butler, John C. Bower, John Buchanan, John S. Campbell, James Chisholm, Thomas Cook, Donald Craig, Sylvester Doyle, Thomas Gould, Henry Hartley, Silvina Harris, Richard Hepinstall, John Kennedy, Samuel Little, Hugh Matthews, Warren Moon, Michael Martin, Duncan McDonell, James McDonell, Adam M. Rossiter, John O'Brien, Sam'l Rossiter, Patrick Skeffington, and Leonard Wood.

Mr. Allen, the first Reeve under the new system, served as such till 1855, when he was succeeded by John Dow. John Lee was re-elected Deputy in 1851; but from 1852 to 1854, inclusive, the records do not show the Township as returning a Deputy. In 1855, however, it sent one, in the person of Thomas Cangler.

Mr. Dow's incumbency of the Reeveship, which commenced in 1855, lasted for 16 years, with the single interruption of one year, during which John C. Bower filled the position. He gave place, however, in 1871, to Alex. McEwen, who was re-elected in 1872, and succeeded in 1873 by Ira Morgan, who had been Deputy Reeve since 1856.

Mr. John Kennedy's succession to the clerkship in 1856 has continued to the present time.

Mr. Morgan sat as Reeve till 1876, since, and including which year, A. J. Baker, M.P.P. for Russell, has occupied the position.

Michael Nolan was Mr. Morgan's Deputy in 1873, and was followed in 1874 by Robert Cleland, who has ever since been Deputy; and since the Township became entitled to two Deputies, in 1877, he has been 1st Deputy and James Whiteside 2d Deputy Reeve.

The following is a complete list of the municipal representatives and officials for the present year (1878):—

A. J. Baker, M.P.P., Reeve; Robert Cleland, 1st Deputy; James Whiteside, 2nd Deputy; Arch. McDiarmid, James Herbert, Councillors; John Kennedy, Clerk and Treasurer; Colin McNab, Wm. J. Moses, Auditors; John S. Kennedy, Assessor; John McEvoy, Jr., Rich. B. Stanley, Collectors; Patk. Tierney, Fredk. Wm. Wright, John Ferguson, John Cameron, James Corrigan, Road Commissioners.

This Township pays its Assessors a commission of 1½ % of the amount of taxes actually collected. The amount collected for local purposes (i.e. exclusive of all County and school rates) was \$1,800 in 1877, and \$2,000 in 1878.

In 1877 there were 15 Public Schools and two Separate Schools, and in 1878, 16 Public, and two Separate Schools. One of the latter is a Protestant, and the other a Roman Catholic school. The amounts collected for the several schools in their various sections in 1878 was \$250, \$350, \$195, \$340, \$400, \$350, \$175, \$400, \$300, \$200, \$550, \$325, \$190, \$190, \$245, and \$120 for the Public Schools—or an average of \$283.12½; and \$200 and \$130, or an average of \$165 for the separate. In the previous year, the highest expense of any single school was \$600—the lowest \$162—the average being \$380.80 for the Public Schools; and \$185 and \$180, respectively, for the two Separate Schools.

There is a yearly special tax of 11 mills in the dollar levied to meet interest and sinking-fund on macadamized road debentures. Besides this road, the only other public improvement of note (other than the Public Schools—some of which are a real credit to their respective sections) is the new Union Bridge lately opened at the Village of Wellington, between Osgoode and North Gower, and which has been fully referred to elsewhere.

As a matter to which time and circumstance have added a share of interest, which will increase with the growth of years, we might here mention the earliest preserved records of the municipal proceedings of the Corporation. Though they only extend back to the date of the first operation of the Municipal Act, a perusal of the minutes of the first meeting might be of sufficient interest to invite their reproduction entire:—

The minute-book has endorsed on the title-page, "1850.—This Book and the Corporation Seal presented to the Municipality and Inhabitants of Osgoode, by Arthur Allen, the first Town Reeve, in token of his gratitude for the honor conferred upon him."

The following is a transcript of the minutes of the first meeting:—"By virtue of an Act passed in the twelfth year of the reign of Her Majesty, Chaptered 81, to provide by a General Law for the erection of Municipal Corporations and the establishment and regulations of Police in and for the several Counties, Cities, Towns, Townships, and Villages in Upper Canada:

"And by authority of the same, the Council for the Township of Osgoode met at Thomas Baily's house, on the 21st day of January, 1850:—

"Present—all the members:

"The Council proceeded to the election of Reeve, when Arthur Allen was duly elected.

"The Reeve having taken the oath of office, the qualifications of the several members duly offered and accepted, viz:—

"Peter McNab, John Lee, Thomas Cangler, and John McDiarmid.

"It was moved by Mr. McNab, and seconded by Mr. Lee, that the Council do now adjourn till the 8th day of February, at 10 o'clock.—Carried."

"THOMAS BAILY, Acting Clerk."



At the meeting held pursuant to the above adjournment Mr. Baily was permanently appointed Clerk under the new system, Mr. Lee was chosen Deputy Reeve, and a set of 15 standing rules were drafted, submitted, and adopted, for the future government of the deliberative proceedings of the Council. The various Township officers heretofore mentioned as holding office the first year of the present system were also then appointed.

From a visit to an official meeting of the present Council, we are pleased to see the rules above referred to (which embrace the usually recognized principles of parliamentary practice) are more closely observed than in many similar meetings elsewhere throughout the country. The Corporation has been fortunate in being presided over by Chairmen whose aptitude and experience in such matters have tended to make their Council assemblies very fair models of rural municipal bodies meeting for the despatch of public business, and the discussion of whatever seems likely to advance the material interests of their constituents.

#### NORTH GOWER.

This is the eighth in extent of the ten Townships comprising the County of Carleton, containing 32,960 acres—only March and Torbolton being smaller. It has almost one-half, or 16,346 acres, of this land under a state of improvement—being the largest proportion of any Township in the County, except Nepean, whose proportion is very slightly in advance of one-half. Compared with the adjacent Township of Marlboro', it is very little over one-half the size, while the ratio of valuation is reversed—being nearly double that of its larger neighbor, according to the assessor's returns of each. The exact valuation placed upon it, according to those of 1877, was \$264,031, and in 1878, \$267,132, which has been increased by the "equalization" process to \$520,007. The population in 1878 was reported as being 2,302, represented by 551 ratepayers; and the number of domestic animals reported as being owned by these was 1,517 cattle, 2,442 sheep, 687 pigs, and 712 horses. The amount of taxes collected last year for local Municipal and County rates (exclusive of school moneys) was \$2,937.12. The amount received by the Municipality from the Municipal Loan Fund surplus was \$5,064, nearly all of which was spent on the improvement of the roads within the Township. With the above remarks as to its present material resources, we might say, as to its geographical position, that North Gower is the central of the south-eastern tier of Townships of the County—being flanked on the north-east and south-west respectively by the Townships of Osgoode and Marlboro', from the former of which it is divided by the Rideau River; being butted on the south-east (across the Rideau, which divides the two) by the Township of South Gower, in the County of Grenville; and having the Township of Nepean lying along its north-western boundary. In shape it approaches that of an isosceles right-angled triangle—the right-angle being at the western extremity, and cornering the Township of Goulbourn; and the exterior side being "bulged" into a convex to correspond with the left bank of the Rideau, which flows by with a gradually sweeping curve, inclining from a nor'-easterly direction, at the first point of contact, to an almost, northern course where it leaves its bounds.

The original survey of this Township was performed in September, 1791, by Mr. Steadman, formerly an assistant of Theodore De Pencier who died just previous to completing the survey of Marlboro', the month previous, and who had just before completed the surveys of the Townships of South Gower and Oxford on the right bank of the Rideau. These Townships were then all in the district of Johnstown, and were called "A," "B," "C," and "D," on the "Rideau." They were only "laid out," or the metes and bounds defined, at this time—the concessions and lots not being located till 1793, by John Steadman.

When this latter survey took place, the Townships received their present names. From the fact, probably, that the name of this Township is pronounced "Gore," it is popularly supposed that "Gore" was the original name given it, on account of its shape, as well as that of South Gower; the course of the Rideau between them being in such direction as to give each a somewhat triangular shape. We have even seen this stated in historical and descriptive works of generally admitted reliability. We are assured, however, that this is entirely erroneous, and that the Gowers—North and South—were named, as were the other Townships surveyed at the same time—and in fact nearly all the Townships throughout the whole Province—in honor of a British nobleman of distinction and prominence in public affairs.

The early settlement of North Gower occurred contemporaneously (or nearly so) with that of Osgoode, across the Rideau, and resulted from precisely similar causes, though the settlers in neither place knew of the presence of the others for years after the first settlement. The reason of this was that the outlet for the timber (which was the first inducement to attract strangers within the limits) was entirely different in each case—that from Osgoode going into the Castor, and thence *via* the Nation; whereas that cut in North Gower went into Stevens' Creek, and down the Rideau. Then when the place commenced to settle up, the outside communication from Osgoode was down the Castor and up the Nation, towards the St. Lawrence Settlements, till the road was "bushed" to Bytown; whereas, the base of supplies for the Gower people was up the Rideau to Merrickville.

Stephen Blanchard, Sebra Beaman, and Richard Garlick, were the first men who entered the Township to make any permanent stay. The former located at the site of the present Village of North Gower, in 1820; Mr. Beaman, in the 2nd Concession, about a mile lower down, on the main branch of Stevens' Creek, in 1821; and Mr. Garlick about a mile above the mouth of Stevens' Creek, Lot 24, Con. 1, on the bank of the Rideau, either the same year, or in 1822. These were all lumbermen, and all descendants of U. E. Loyalists from the front Townships. They all had a number of men about them, many of whom, with their families, afterwards became permanent settlers. They themselves, however, did not bring in their own families to live till after 1823. During the summer of that year Peter Jones, an ex-Methodist preacher, who had married Annie Eastman, of Cornwall (both himself and wife being children of U. E. Loyalists), drew land in North Gower, and settling at once upon it, built a house and went to hewing out a home for himself in the wilderness. His location was on the IV. line, just north of North Gower Village. At Richmond on the one hand, and Burritt's Rapids on the other, were his nearest neighbors, except the lumbermen. Many little incidents in the early history of the place are connected with the history of Mr. Jones' family. He preached the first sermon in the Township, and taught

the first school, in his own house—though the first school-house actually built as such was an 18x18 log "trough"-roofed structure, near Lindsay's Corners, where Garlick then lived; and the first to teach in that was one Gove, an American.

The next school-house built was near Mr. Jones' place, where the present school is, just below North Gower Village; and this was the first building regularly used for religious services, and the first "regular" minister to preach there was Rev. Mr. Williams, a Methodist.

The first building erected specially for religious services was the old Methodist Church built on the N. W. corner of Lot 21, Con. 4, since replaced by a new edifice, where the same denomination still worship. The first regularly stationed preacher in the Township was a Methodist named Farr, who preached in Mr. Jones' house before there was any church in the neighborhood.

A child of Mr. and Mrs. Jones (named either Wesley or Jabez, who afterwards went to the United States and died there) was the first born in the Township; and at the first marriage ceremony performed in the settlement the knot was tied by Mr. Jones, between Levi Eastman and Margaret Buchanan, though Hugh McIntosh and Phoebe Eastman, who both still live at Merrickville, were said by some to have been married shortly prior to this. A number of the Eastmans (Mrs. Jones' family) were among the earliest settlers. Among these were William, Nadab, Samuel, Benjamin, and Z. Eastman, all of whom first settled near the Rideau front. Lots 27 and 28, Con. 1, were first occupied by them. Their father, John Eastman, was also one of the pioneers; and a brother, Adam, built the first mill in the Township—a steam saw-mill near the mouth of Stevens' Creek, which subsequently gave rise to the village of Wellington. It was afterwards wrecked by the explosion of the boiler, and the two first-named Eastmans, William and Nadab, were killed by the accident—as was also another man named James Barr, a man named Graham, and two or three others.

Among the first acts performed by Blanchard, Garlick, and Beaman, was to "bush out" a road through the Township. It followed the general course of Stevens' Creek, and has been described under the head of "Highways." These people, although the first to undertake any operations in the Township, were not the first who came in as "prospectors." One Merrick, of Merrickville, accompanied by a man named Stevens, had explored with a view to commencing lumbering operations previous to 1820; but the latter was accidentally drowned by the upsetting of a canoe in the creek which still bears his name, and the melancholy event resulted in the abandonment of the undertaking. This stream, though now but an insignificant one, was then of some importance as to volume—the clearing up of the country having had the usual effect upon its waters.

Of those settling up to and inclusive of 1823, none now survive. The Garlicks and Blanchards removed to the United States, or the western part of Upper Canada. Some years afterwards Mr. Garlick was a man of considerable importance in the community. He kept the first public-house in the Township, and built one of the first boats on the Rideau—the "Bytown." Mr. Beaman was drowned at Becket's Landing, on the Rideau, in 1832. A son of his, William, is now a resident of Manotick; but he did not come to North Gower till 1826, when Mr. B. moved his family in. They were from Augusta, the "7th Town" of the St. Lawrence survey. Mr. Jones died quite recently at the Village of Wellington.

Among those who came in in 1824, were the Eastmans above named, William McEwan, Andrew Christie, Stephen Covell, and John Mains. These were nearly all of U. E. Loyalist stock from the neighborhood of Cornwall. The two last named settled on Lot 20, Con. 3. The only one of the above now living—and therefore the oldest surviving settler of North Gower—is Wm. McEwan, who first settled at North Gower Village, but now resides in the northern part of the Township, Lot 3, Con. 2. A brother of his, named David, came in the year before him, but is long since dead. John and James Wallace, Cassidy, John Clark, and Michael Myers came in within a year or two of Mr. McEwan.

John Hazleton, Robert Snay, and M. D. Reilly were among the very first residents. They were all in the employ of Mr. Beaman. The former was a lame man, and afterwards taught school, among the first in the Township who engaged in that occupation. One Hathaway is also said to have been one of the earliest teachers. Robert Snay died of small-pox, soon after coming in—the first death in the settlement, and Reilly died soon after of fever and ague, a disease which was of very common occurrence, and most uncommon severity, in those days.

Among the settlers of 1826 was a Mr. Thompson, who came to Canada from Scotland in 1817 and settled in South Gower, where he lived about nine years. He had come in and made improvements and completed arrangements for removal previous to 1826. He had a number of sons, several of whom are still living in the Township, and are among the leading farmers of the place. In 1827 Mr. Thompson raised a small frame barn, and there were not men enough in the Township at the time to do the necessary lifting, so he went into the neighborhood of his old home in South Gower, and brought out 15 or 20 hands to the "raising," which thereupon went off most successfully. This appears to have been the first frame building erected in North Gower, and still stands on, Lot 25, Con. 3. Mr. Thompson, who died quite recently at the age of 96 years, was a man of more than usual enterprise and ability during his life, and foremost in all public improvements. On a visit—after his settlement in North Gower—to his native home, he had the honor, when returning, of being a passenger on the first steam vessel which was ever built or sailed upon the Clyde, on its first, or trial trip.

At the above date, there was not yet a school, a church, a store, or a mill within the limits of the Municipality, the nearest of each of those being at the Village of Richmond.

In 1829, when James Lindsay settled where he now lives, there was not yet a church erected in the Township. The Rev. Mr. Flood, the Episcopal clergyman from Richmond, used to come out regularly and hold service in the house of John Eastman, Lot 24, Con. 1. Mr. Lindsay is now one of the oldest men, as well as one of the oldest settlers, living in the Township. He is hale and hearty, with seemingly favorable prospects of a long lease of life yet, though over 75 years of age.

There are three villages of more or less size and importance in North Gower—all up to the general standard of apparent prosperity, and at least one far in advance of the average—viz.: (in their order of age) North Gower, Wellington, and Manotick. There is another little hamlet named Carsonby, where there is a Post Office, but it is only a collection of farmers' houses, and can scarce be called a village. Daniel Cameron, William Scott, William Garland, and the Vaughans were the earliest

settlers in the neighborhood—though at a much later date than the formation of some of the settlements above noted.

NORTH GOWER VILLAGE is the oldest settled section of the Township, the names of the pioneers of the locality and order in which they settled being previously given. It was not until James Johnston, the present bailiff and hotel-keeper, moved in and built a store and public-house, some 33 years ago, that there appeared any semblance to a village there. In fact there was but one log house then within its present limits. It soon grew apace, however, and before many years was of sufficient importance to have stage connections with outside points, Mr. Johnston being the promoter and proprietor. The Village is surrounded by a magnificent farming country, and now contains four good stores, a large number of mechanics' shops, three handsome churches (Methodist, Presbyterian, and Episcopal, with parsonage, manse, and rectory attached), one graded school with two teachers, two good hotels, and at least 250 inhabitants.

The Town Hall is here situated, and it is also the seat of a Division Court, of which Mr. Beaman (Township Clerk) is the Clerk. This building is a handsome and commodious structure of brick, containing three compartments, with modern conveniences for deposit of records, &c. It was built in 1876, at a cost of \$2,600.

A cheese factory (very few of which exist in the County) is in successful operation here. During the past season it manufactured nearly 2,000 cheese, the product of the milk of from 375 to 400 cows. The market for this article is exclusively foreign.

This was formerly the head-quarters of a Company of the 42nd Regiment, and there is a large drill shed here, erected during the military excitement succeeding the "Trent" affair.

The place has telegraphic facilities, and a daily mail off Osgoode, seven miles distant, on the St. L. and O. R. R. It is 22 miles from Ottawa, 12 from Kemptville, 14 from Burritt's Rapids, and 18 from Merrickville.

WELLINGTON VILLAGE, on the left bank of the Rideau, though still the centre of quite a local trade, drawn partly from the adjacent Township of Osgoode, is not so prosperous a place as formerly—the evidences of this fact being patent to the most casual observer. It has its advantages, however, among which are schools and churches, mills, stores and hotels, tanneries, and mechanics of all kinds, telegraphic and daily mail facilities, the best shipping facilities (by canal), and a convenient proximity (three miles) to Osgoode Station; and last, but not least, the new Union Bridge just completed at that point, which will confer a greater benefit upon the place than any other public improvement which could have been inaugurated, or all which have thus far been accomplished.

MANOTICK VILLAGE is situated in the corner of each of the four Townships of Nepean, Gloucester, Osgoode, and North Gower; but the chief part, including the post office and telegraph office, hotels, stores, part of the mills, and a majority of the inhabitants, are in the latter Township. It is not incorporated, yet it is a larger place, apparently, in population, than Richmond, and by all odds the most flourishing and prosperous village in the County of Carleton.

The vicinity was first settled by John Clothier, who located on Lot 2, Con. "A" (afterwards removing to the West); Richard Tyghe next, on Lot 2, followed by Wm. Doughney, on Lot 3. The upper part of Long Island, which here divides the two branches of the Rideau, was owned by Tyghe till 1859. Up to this time there were very few settlers in the neighborhood, in any of the four adjacent Townships, but Mr. M. K. Dickinson, seeing the great facilities for manufacturing operations which the place afforded, purchased the land on both sides the western, or left branch, during that year, and inaugurated operations which have since developed into a manufacturing town of no mean importance, promising at no distant day to become one of the most important places of the kind in Central Canada.

The registered plan of the Village comprises about 50 acres of land, including parts of Lots 8 and 9 on Long Island, in the Townships of Gloucester and Osgoode, and parts of Lots 1 and 2 in the Township of North Gower, though the Village proper covers a very much larger area. In 1859, when Mr. Dickinson (the present proprietor of the mills) purchased, there was but one log house in the Village, which now contains nearly 100 residences, five general stores, one drug store, one school, three churches, five blacksmith shops, four wagon shops, cabinet, carpenter, tailor, shoe, tin, and harness shops, and a population of 400.

It is about 15 miles from Ottawa, with which it is connected by roads (partially macadamized) on both sides the Rideau; 3 miles from Manotick Station on the St. L. and O. R. R., and 8 miles from the C.C.R.R., from which a branch line is in contemplation. It is also on the proposed route of the Toronto and Ottawa R.R.

The principal manufacturing establishments already in operation include a saw mill and novelty works, flour and grist mill (60x40, stone, 3 storeys and basement), and carding and cloth factory; and to these are attached wharf, store-houses, sheds, storage, cooper and carpenter shops, &c. The volume of water is abundant and never failing, from the fact that it is not wasted from the canal, but runs back to it again below the foot of Long Island. Scientific calculations have placed the ordinary practicable supply at 1,800 horse-power.

Mr. Dickinson, the founder of the Village, is a New-Yorker by birth, though his father's family were among the earliest settlers along the St. Lawrence. Dickinson's Landing on the St. Lawrence was called after his grandfather. For a large number of years Mr. D. carried on the largest forwarding business between Montreal and the Upper Lakes. He was a resident of Ottawa for a long time, and Mayor of that City in 1864-65-66.

The Village has telegraphic and daily mail facilities. Mr. Dickinson named it "Manotick," which is the Indian word for "Long Island," and if more of our founders of Canadian towns would follow his example, by retaining appropriate native names, it would not only add to the euphony of geographical descriptions, but tend toward the development of a patriotic and national spirit.

As North Gower was becoming quite thickly settled at least a quarter of a century prior to the present municipal system, it is reasonable to suppose that it possessed a municipal organization long previous to that date, and our information is to that effect; though, from the loss or destruction of all official records, we are unable to give particulars as to persons or dates. In that year, however, the usual organization was effected, or rather the old one changed, by the election of Messrs. Craig, Callender, Cole, Lindsay and McEwan as Councillors; and at their first meeting, Robert Craig was selected as Reeve,



and the Council proceeded to make the following official appointments:—Alexander C. Hartwell, Clerk; Robert Graham, Treasurer; Joseph Blakeley, John Wallace and James Wallace, Assessors; James Kennedy, Collector; Silas Andrews and James Craig, Auditors.

Mr. Hartwell's appointment was simply a continuation of the Clerkship which he had occupied for a long time previously under the old system. He continued in the office for many years, being succeeded by James Craig, who gave place in 1862 to Mr. Beaman, the present very efficient incumbent of the position, who then succeeded to its duties, which he has ever since ably discharged.

Robert Craig was Reeve every year successively till 1861, inclusive. In 1862, D. Baggs was elected to the Reeveship, and served two years, being replaced by Robert Craig, Jr., who occupied the chair at the Council Board in 1864. In 1865, William Cowan, now County Treasurer, was elected to the position, and re-elected every successive term for four years, when he gave place in 1870 to James Wallace. Mr. Wallace performed the duties of the Reeveship for six successive terms, till 1876, when John Craig, the present incumbent, was elected to the position, which he still retains. Up to 1876 the Township did not return a Deputy. For the current year (1878) the following gentlemen fill the various municipal offices:—John Craig, Reeve; G. K. Dickinson, Deputy; David Baggs, James Craig, Wm. Lindsay, Councillors; James Beaman, Clerk; John Wright, Treasurer; James Moffatt, Assessor; Robert Craig, Jr., Collector.

From the comparative reference to North Gower in the preceding part of this sketch, it will be seen that, taking size, population, and position into consideration (or rather throwing those attributes out of consideration, as disadvantages against it), North Gower might with reasonable show of merit lay claim to being the banner Township of Carleton. There are many very excellent farms within its limits; and while on the subject we might remark that at the last Agricultural Show held at North Gower Village (the territory including North Gower and Marlboro' Townships), a beautifully executed and valuable gold medal, presented by G. W. Monk, M.P.P., to the owner of the "best kept farm," was won by James Craig, Lot 9, Con. 2, North Gower.

Without wishing to reflect upon the inhabitants of Carleton generally, we give it as our opinion, from actual acquaintance, that the people of North Gower possess to a greater extent—as a people—than those of any of the other Townships, the attributes of energy, public-spiritedness, intelligence and hospitality, which make it a pleasure to be associated or do business with them.

### MARLBORO'.

In point of position this Township is the most southerly portion of the County of Carleton. It is bounded on the north-west by the Township of Goulbourn; on the north-east by the Township of North Gower; on the south-east by the Rideau, which divides it from the Township of Oxford, in the County of Grenville; and on the south-west by the Township of Montague, in the County of Lanark.

With the exception of a narrow strip bordering the Township of North Gower, and another strip lying along the left bank of the Rideau, and extending back to a distance varying from one to two Concessions, the Township may be described as a waste and barren tract of land lying directly in the range of the Chats Rapids and Thousand Islands' spur of the Laurentian Mountains, which cover more than three-fourths of its entire area, and reduce the value of the whole to the lowest comparative average of any municipality in the County.

Although traversed by a range of mountains, however, there is nothing in the general configuration of the surface to remind the traveller of his proximity to them—the ground being throughout the whole Township of a tolerably level character, and for the greater part, exceptionally so. But the same barren and bare rock which frowns from precipices or lies in conglomerate masses and irregular form at comparatively high altitudes in other parts of the range is none the less absent here, where, in places, for miles in extent, one can travel without setting foot upon anything but the oldest rock-formation known to geological science—a formation planted where we now see it many thousands of years before the existence of human life, as inspired by the popularly accepted Biblical traditions of the Creation of Man.

From a perusal of the field-notes of the original survey of Marlboro', we find that the Township was first laid out by Theodore De Pencier, who commenced the work on Friday, 19th August, 1791, and finished it on the 31st of the same month. His chief assistant was one Steadman, and although De Pencier was originally to survey all that range of Townships north of the Rideau, Steadman appears to have done the work in North Gower, which was next surveyed; hence a belief among the old settlers of N. Gower that De Pencier died about the last above-mentioned date. He appears, however, to have removed to Lower Canada, and followed his profession there for a number of years, afterwards returning, as will be seen in reference to the early settlement. He was a U. E. Loyalist, and seems to have been a happy-go-lucky sort of man, as would appear by the following extract from his notes, now in the Crown Lands Office:—"Sunday Aug. 31st:—We took the precaution this forenoon to bring with us 'a bottle holding five gallons to assist us in our work, which was commenced, and which, being finished, we reckoned the distance to 'the boundary-line, as was accustomed to be done.' He laid the Township out in Concessions running parallel with the general course of the River, and numbering from it—the lots numbering upwards, from below.

As is well known to all who know aught of this section, the Burritt family were the first who settled in Marlboro'; and for very many years the history of that whole section of country was no more nor less than the history of that family, whose position was the most prominent, and whose influence most wisely exerted and most beneficially felt, of any or all the other settlers who came into its limits until it got to be a comparatively old Township.

On the 19th of April, 1793, three brothers of the Burritt family, Stephen, Edmund, and Daniel, came from the St. Lawrence front, where they had fled from their former home in Connecticut after the close of the Revolutionary war (being U. E. Loyalists, and having borne arms in the King's service), and settled, the two former on Lots 26 and 22 respectively, in Concession 1. Daniel was then just verging on manhood, and as soon as he came of age, in 1795, he drew and settled upon Lot 25. With the Burritts came Ashel Hurd, a U. E. Loyalist

from Arlington, Vermont. The Hurds and Burritts had become friends while serving together in General Burgoyne's army; and Tyrus Hurd, father of Ashel, was killed at the Battle of Sopus under that officer. A brief reference to the ancestry of the Burritts will be found in the biographical sketch of Alex. Burritt, the present City Registrar of Ottawa.

Theodore De Pencier, who had surveyed the Township two years previously by marking the corners of lots around the outside limit, and running the lines of the first two Concessions, had already made a small clearing on Lot 18, Con. 1, and built a shanty thereon; but the lot was not settled upon till 1816, when his son Luke, father of Peter De Pencier, still living in the Township, came and took possession of it the year after the American war. Thus the Burritts and Hurd above-mentioned were the only settlers in Marlboro', and in fact the nearest were at Brockville, for some years after their arrival.

The next to arrive were Wm. Bullis and Richard Olmstead, from the Mohawk Valley in New York State. They were not U. E. Loyalists, but were among those induced to exchange homes and flags at the same time by the Proclamation of Gen. Simcoe, then Lt.-Governor of Upper Canada. These men were brothers-in-law. They came in 1796, the former occupying Lot 20, and the latter 19, both in Concession 1. They lived and died on the above lots, but most of their descendants have since returned to the United States.

Wm. Sowles, a U. E. Loyalist of Burgoyne's army, came in very shortly after the Burritts and Hurd, locating on Lot 23; but he was not a permanent settler—returning to the St. Lawrence front again after a few years' residence.

David Grant, a Scotchman, settled on the east half of Lot 24 in 1798. By the year 1812—which is so well remembered by the oldest settlers on account of the stirring scenes it brought forth—the Marlboro' settlement, which had already assumed the name of Burritt's Rapids, was quite a prosperous little community. Beginning down stream, and ascending with the numbering of the lots, the following were the families then living in the Township:—Lot 18, the De Pencier clearing and shanty (no one yet occupied it), was the farthest sign of civilization; Lot 19, John Bullis, son of the original settler; Lot 20, Richard Olmstead; Lot 21, Ashel Hurd; Lot 22, Calvin Burritt (son of Edmund); Lot 23, Joshua Losey; Lot 24, Duncan Grant; Lot 25, Daniel Burritt; Lot 26, Stephen Burritt; Lot 27, Abel Runnalls; Lot 28, Richard Fisher; and Lot 29, a Mr. Norton; all in Concession 1, beyond which not a single settler had yet entered.

On the south side of the River, in Oxford Township, there were but five families, viz.:—Abel Adams (who was the first settler, having come in in the year 1805), on Lot 6; Alex. McRea, on Lot 5; Hebron Harris, on Lot 4; and James Lane and one Bongard, both on Lot 3. With the exception of some of the Adams family, and one son of Harris, all the above, with their descendants, have long since gone to other parts.

Quite a number went to "the front" from this little settlement during the war of 1812-15. Among them was Wm. Bullis, Jr., who contracted disease while on duty at Prescott, from which he died at home. Stephen Burritt was a Lieut.-Colonel during the war; Ashel Hurd was a Captain; and Henry Burritt, a Lieutenant. The latter drew a pension during life for distinguished services and wounds. When the old County of Carleton was established—long before the setting off of the Dalhousie District—Stephen Burritt was Lt.-Col. of the 5th Carleton Militia, being succeeded in command by Daniel, and he in turn by Henry Burritt, which latter gentleman held the Lieut.-Colonelcy up to the change in the system by the passage of the Militia Act.

Stephen Burritt, Jr., was the first District Councillor. He represented the united Townships of North Gower, South Gower, Marlboro', Oxford, Wolford, and Montague—all of which were then in the old Johnstown District, before the formation of the Bathurst District. When the latter was set off from the former, with Perth as District Town, he continued to represent Marlboro' in the District Council—that Township and North Gower being still united for local purposes; though in effect it mattered little, as the latter was not settled till some years subsequently.

The old stock of Burritts were all very active men in public affairs, and among the foremost in the whole country. In those days, local affairs were managed by a few Magistrates. Of those who conducted the affairs of the six Townships above-mentioned, for the first quarter of the present century, were the Burritts and Truman Hurd of Marlboro', Wm. Bongard of Oxford, John L. Reid of Wolford, and Dr. Church, and one or two of the Merricks, of Merrickville; and a number of these continued to exercise a controlling influence through the second quarter of the century, up to the operation of the Municipal Act in 1850.

In the year 1824 the Burritts and Mr. Hurd headed and raised what proved a very liberal subscription toward building a bridge, and through their influence it was supplemented by a grant from the Quarter Sessions, and the bridge became an accomplished fact. It was a substantial wooden structure, on the site of the present bridge, and the first ever built across the River Rideau.

Stephen Burritt, in his capacity as Magistrate, used to perform the marriage ceremony, and the young people were wont to come from far and wide to seek his services. The first ceremony of the kind performed was when he married two Americans, named Slocum and Roswell Seaton, to two of Mr. Olmstead's daughters, Polly and Charlotte. This was the first marriage ceremony ever performed in the County of Carleton, or in fact anywhere north of the Rideau. Slocum and Seaton subsequently returned to the United States.

The first regularly-appointed Town Clerk was George L. Burritt (son of Daniel), when N. Gower was still a part of the Municipality. The Town meeting appointing him was held at Olmstead's tavern in 1823. This was the oldest public-house in the County of Carleton, having been used as such from the time of Olmstead's settlement, about 1796. The Town meetings continued to be held here for many years, but they are now held in the Town Hall, Lot 9, Con. 5—a commodious frame building erected some years ago by Robert Mackey, and costing some \$600 or \$800.

Mr. Burritt continued to act as Clerk till the Municipal Act came into force. Edward Mills was the first to fill the position after its operation, followed by Thomas Johnston, each performing the duties for a number of years. Both these gentlemen were descendants of the military settlers who centred at the Richmond colony in 1818. The former was a son of Sergt. Mills of the Regulars, and himself an officer of Volunteers during the Rebellion. The latter is now Postmaster of Malakoff, a country office in the northern portion of the

Township. He has been for many years among the leading men of the Township in the conduct of public local affairs.

Among the other earliest settlers coming into the Township (northern part) at the time Richmond was founded, in 1818, were the Dempseys, Moores, Goods (four brothers), and Dunbars. Along the river front scarce a single settler came in after the American war, till the time of the building of the canal. The only one who did so is said to have been Luke De Pencier, in 1816, on Lot 18, and Hebron Harris, who settled on Lot 4, Con. 1, having removed from the same Lot in Oxford Township, across the river, where he had settled previous to the war.

In 1826, John Pierce, from Ireland, grandfather of the present Reeve, settled on Lot 7, Con. 5, when his nearest neighbor was at Berry's, on the River road. One Hicks then lived there, who subsequently returned to the United States, whence he had come. The Harbisons and Mackeys were among the next earliest settlers in the Pierce neighborhood, after Mr. Pierce himself.

John Pierce, son of the original settler, and father of the present Reeve, was the first Reeve of Marlboro'. His incumbency of the office extended over a long period, beginning with the present municipal system, and his successor was R. Mackey, son of the Mackey above-mentioned, who also continued in the office a number of years.

William Kidd succeeded Mr. Mackey, and was Reeve for a number of years. He was born at Perth, his father being one of the pioneers of that Town. He is a brother of Richard Kidd of the Carp, so widely known. He is one of the most active and useful business men in this section of the County, and one whose advice is not only listened to, but sought after, on all public matters. He is an extensive farmer, and carries on a large cheese factory.

In 1871 Mr. Kidd resigned, and was succeeded by Hugh Conn for the balance of that year.

James Mills filled the position from 1872 to 1874 inclusive, and William Hill thence to 1877 inclusive, Wm. John Pierce being the incumbent of the office for 1878.

Thomas Wiggins, the present Township Clerk, has held that position for the past eighteen years, having succeeded Mr. Johnston, above-mentioned. The Township was never entitled to a Deputy Reeve.

The following are the municipal officers for 1878:—Wm. John Pierce, Reeve; John Pratt, Thomas Cook, F. L. Waldo, Alexander Powell, Councillors; Thomas Wiggins, Clerk; Edward Mills, Treasurer; James Taylor, Assessor; James Powell, Collector; Reid Waldo, Joseph McCordick, Auditors.

Edmund Burritt, son of Stephen and father of Alexander Burritt, Registrar of Ottawa, was the first child born north of the Rideau River, and therefore, of course, the first in the County of Carleton, as well as in the Township of Marlboro'. He is still living at Easton's Corners, in Grenville County, in his 86th year. The first-born female child north of the Rideau was Harriet, daughter of Edmund Burritt, Sr., which happened just about the time of the birth of Edmund, above-mentioned.

The oldest man now living in the County, who was born in it, is Daniel H. Burritt, who, with his family, still residing near Burritt's Rapids in Marlboro', is the only one of the old Burritt stock left in the County of Carleton, except the Ottawa City Registrar. He was born in 1804. Stephen Hurd, son of Ashel, now living in the Village of Burritt's Rapids (but in the Grenville portion of it), is the oldest man living (except Edmund Burritt, of Easton's Corners) who was born in Marlboro', the year of his birth being 1802, and the locality, Lot 21, Con. 1. He married a Burritt, and was for a great number of years one of the leading citizens of Marlboro'. He is still a remarkably vigorous and intelligent man, possessed of the keenest faculties and most surprising memory of events which transpired in the early days of the first settlement in Carleton.

The first teacher in the Township was "Squire" Sowles. He was not a professional, but held evening classes during the winter seasons, at his own house. The first professional teacher was Henry Burritt, who taught before he was fifteen years of age.

The first school-house, specially built as such, was erected in 1822, on Lot 24, Con. 1, and is still in use, but not as a school. Some years ago it was replaced by a new school, and the old one purchased and removed by Major Campbell, who repaired and added to it, and now uses it as his private residence at the Rapids.

The first church built in the Township was the English Church, yet standing. This was in 1831. The Rev. Henry Paton was the first clergymen who preached in it. He was subsequently Archdeacon Paton, of Belleville, at which place he afterwards died. There had been preachers of the various Christian denominations regularly or periodically holding services for years before this in the houses of the settlers.

When the Burritts came to the Rapids, in 1793, there was no settlement nearer than Brockville or its immediate vicinity, and they had to go there for all necessities, and to get their flour, &c. But about the second year after, or in 1795, Wm. Merrick, a U. E. Loyalist, settled at what has since been known as Merrickville, and soon after built a mill there. This mill site at Merrickville was formerly located by one Stevens, a U. E. Loyalist, who had fled to Nova Scotia immediately after the acknowledgment of American Independence, but had subsequently removed to Upper Canada. Before commencing building operations, however, he decided to inspect the water-power at the Chaudière. He accordingly went, and after examining the privilege afterwards located on the Hull side, by Philomen Wright, in 1800, he decided in favor of his original selection. When returning, he went up the creek which still bears his name in North Gower, and while there was upset by the recoil of his gun in shooting at some ducks, and accidentally drowned; and Merrick, who some say accompanied him on his trip to the Chaudière, fell into possession of his claim, and founded what has since become to be quite an important inland Town, bearing the name of the founder.

The Town which the Burritts founded, and which also bears their name, is likewise a pleasant and prosperous country village. Its situation on the Canal affords it ample shipping facilities during the season of navigation. The Rapids, which give name to the Town, afford fine water-power, which is liberally taken advantage of. In order that navigation may overcome the Rapids, a canal about a mile in length, with a single lock, is built past them. The place is 10 miles from Kemptonville, on the St. Lawrence and Ottawa, the nearest railroad station; 5 miles from Merrickville, about 35 from







## HUNTLEY.

This Township is the seventh rural Municipality in point of size in the County of Carleton, containing by actual measurement 55,060 acres. In 1871 it was the sixth in population; and according to the various assessment returns of 1878 it still retains the same relative position, containing 2,401 souls. By the same authority it is also sixth in point of wealth; but by the "equalization" system—a much fairer way to judge—it is only eighth. It is one of the Townships facing the County of Lanark, by which it is bounded on its south-west side, while its limits otherwise extend to the Townships of Fitzroy, March, and Goulbourn, on the north-west, north-east, and south-east respectively.

It is watered by the Carp, and a few small tributaries of the same—the main branch of which enters it near the eastern corner of the Township, flowing in a general north-westerly direction across its entire breadth into Fitzroy.

The physical topography is smooth, except a portion of the northern corner extending beyond the valley of the right bank of the Carp. The valleys of both the main branch and affluents of this stream are exceedingly level—so much so that within the limits of the entire Township there is not a good water-power mill-site. The greatest of these valleys in extent—both in length and breadth, as also in richness of soil—is that of the main branch. The valley proper of the main stream varies in width from one to three miles. It is almost entirely composed of the very finest soil, and many of the best farms in the County are here to be seen. This is also the case—though not in so marked a degree—with sections through which the small streams run; the valleys are not so extensive, the best of the soil is scarce equal to that of the main valley, and the change occurs more quickly, though not so strongly marked. In fact we may say that there are but three sections of the entire Township fit for occupation: the Manion settlement, near the centre of the southern quarter; the Robertson settlement, near the centre of the western quarter; and the valley of the Carp.

The first-named settlement was established in the summer of 1825, when John Manion (died seven years ago) and Thomas Mordy (two years dead) came in with their families—followed the same fall by John Kennedy; and in 1826 by James and Martin Manion. These comprised the only families in the settlement for a number of years—at least till as late as 1831 or 1832, when the laborers off the Rideau Canal flocked in to a considerable extent, and formed scattered settlements in every direction.

The Robertson settlement was so-called from Hon. Peter Robertson, a man of means and influence, who was rather an enthusiast on emigration matters, and was the founder of many colonies of Irish emigrants throughout the Province at various points and periods. One of the chief of these was that now known as Peterboro', at the present time one of the finest and most populous towns in Canada. It is the County seat of the County of the same name, which was given it in honor of Hon. Mr. Robertson's first name—Peter. He was not so fortunate, however, with his Huntley colony; and no one has to look farther for the cause than to know the extreme difference of the quality of the neighboring lands.

Among the "Robertson" settlers, whose descendants still live in the locality, were John Forrest and family, including four grown-up sons; James White and family, and Patrick O'Keefe and family—including Patrick, jr., and John, then young men. This was in the year 1825, and though quite a large number of families came in together at that time, the settlement did not grow till the time when the causes which revived the "Manion" settlement also had their effect here.

One of the first things done by Mr. Robertson in establishing his colony was to have a grant of 200 acres (Lot 15, Con. 8) granted for church purposes. Most of the settlers then were Roman Catholics, and a Catholic church was soon after erected on the lot—a log building—which was replaced some 15 years since by a handsome and commodious brick church. Father Heron, and, later, Father Cullen, of Bytown, used to be the early and only preachers for many years, and they only visited the mission at periods varying from two to six months.

This section of the Township was under greater disadvantages from want of school facilities than even most other parts. It was not until our present school system came pretty generally into effect that the people of West Huntley realized any of the advantages of educational institutions whatever—the causes being a combination of unfavorable circumstances, among which were the weakness of the settlements, the general poverty of the settlers, and their distance from more populous and flourishing centres.

The Township of Ramsay (which was settled before W. Huntley) from the first supplied that section with milling facilities and the necessities of life which could not be procured at home, there having been a thriving and prosperous settlement at the Village of Almonte from an early date—Shepman, an American, being the one who built the first mill at that point, and continued for many years to be the leading business man of the place.

There are three post-offices in the western section of the Township, viz.:—Powell (Lot 17, Con. 9), 4 miles from Almonte and 30 from Ottawa, kept by Cornelius Mahoney (who also keeps a hotel); West Huntley (Lot 8, Con. 8), 8 miles from Almonte and 26 from Ottawa, kept by John Manion; and Clandeboyne (Lot 9, Con. 12), 12 miles from Almonte (by the mail route) and 28 from Ottawa, kept by R. McKinlay. They all have a tri-weekly mail, off Almonte.

In the section of the Township referred to there is not the semblance of a village; the great majority of the houses and outbuildings are of a description to which the word wretched might fitly be applied, and a very great bulk of the "land" (or rather of the surface, as there is not much land to be found in some localities) would rival the Rocky Mountains, if not in their picturesque effect and natural grandeur, at least in the "rocky" character and absolute worthlessness for agricultural purposes of its surface; while the general effect caused by the "great fire," which left nothing of value of what was once a dense forest, is one of desolation and dreary solitude. Altogether, one is inclined to pity those who were so unwise or so unfortunate as to have located in such a place as Western Huntley, when so many splendid chances lay open to them in other directions, and to blame them for remaining there while there is still an acre of the "Great Lone Land" unclaimed. And they are beginning to feel this way themselves. Emigration commenced some years ago on no small scale from the poorer townships to the North-West, and within the past year more have gone forward from Huntley to seek a western home than in any two preceding years.

Among the descendants of the first pioneers who still live and have held public positions in connection with Township affairs are John

Manion, the present Deputy Reeve, and Edward Kennedy, a Councillor. Each has been in the Council in various capacities for many years, the former having occupied a seat at the Township and County Council Boards for nearly a generation.

We have left the Carp settlement to be referred to last, though it was the oldest settled portion of the Township. From its advantages of location and fertility of soil it suffered no drawbacks in the progress of its development, but increased and improved from the very first, until it is now a fertile valley of cultivated fields, covered with superior residences, and exhibiting on every hand proofs of wealth and prosperity among its inhabitants such as class it with the most favored sections of the Province.

In regard to the first settlement of this locality, it appears that John Kavanagh and William Mooney, who came together in either 1819 or 1820, were the first settlers here, as also the first in the Township. They were from neighboring parishes in the County of Tipperary, Ireland, and settled, one on each half of Lot 11, Con. 2, and Mr. Cavanagh felled the first tree in the Township. He brought the necessary amount of supplies with him to last through the season, and after erecting a log shanty, went to work clearing land. Mr. Mooney, however, after making a start, returned to Hull to work, and earn the wherewithal to carry on land-clearing operations, and Mr. Cavanagh was thus left the only resident in the Township.

We find, as a usual thing, that whenever any mistakes of date are made in regard to the early settlement, or early history, by the early settlers themselves, they are apt to put the time of the occurrence (whatever it may be) too far back. It is somewhat singular, however, that although Messrs. Mooney and Cavanagh are still living, and in the enjoyment of an unusual amount of physical and mental vigor, they both make a mistake of the opposite kind. They both agree that they came into Huntley in 1820—yet a number who did not come in till they had been there at least two years, positively came in 1821; and there were quite a number of settlers there in the spring of 1820, when Mr. Alex. Workman, now of Ottawa, settled on Lots 23 and 24, Con. 4. At that time no settler was yet located within several miles of that spot, though up the "3rd Line," south of what is now Carp Village, a number of families had already come in; while in various parts of the Carp Valley, the following were already located:—Wm. Mooney and John Cavanagh, above-mentioned; David Cavanagh, Wm. Erskine, Wm. Montgomery, Lieut. Campbell, Sergt. Campbell, James and Hugh Durning, the Argue brothers, the Hodgins', and David and John Lowery. After working away at clearing for some weeks without seeing another soul, or hearing any sounds but those of nature or the wild beasts, Mr. Workman and his man were one day startled by the sounds of a woodman's axe in the distance. It came faintly and by spells, wafted by favoring breezes, and after noting carefully the direction, one led the way with a compass, and the other "blazed" an occasional tree to prevent losing their way on the return. Finally they reached the banks of the Carp, which was at that place a deep and unfordable stream. They at once set to work to fell a large tree across it, and by the time they had accomplished this, the strange chopper (who had heard the sound of their axes and sought them in turn) made his appearance, and proved to be Sergt. Cowie, who had but a couple of days previously located near by, and commenced hewing out a home in the wilderness. Although they were strangers, the meeting was a joyful and cordial one. They then and there went to work and scored and hewed flat the top side of the tree they had felled, thereby making quite a passable foot-bridge, which was often thereafter used by the new-found friends in their visits back and forth, and as the regular crossing by the settlers of the locality, for many years.

Mr. Workman only remained about three years in his new home, when he became undecieved as to the charms and romance of pioneer life in the Canadian backwoods, and returned to Montreal, where he remained several years, coming back to Bytown in its earliest days—since which time he has been so closely identified with all public improvements and matters tending to the prosperity and advancement of the religious, educational, and material interests of the present Capital, as to make his name familiar as a household word, and his history of interest to every resident not only of Huntley and Ottawa, but the whole County of Carleton. He was a native of Antrim, Ireland, and one of a large family of boys, whose father emigrated from Derry, when a very young man, to Philadelphia, Pa., where he remained a number of years, finally returning to Ireland and settling in Antrim. The young race of Workmans turned out to be men of far more than ordinary ability and energy. A number of them sought a new home in Canada, and of these, Alexander is one—Dr. Workman, so widely known as the able Superintendent of the Provincial Lunatic Asylum at Toronto, was another—and Thomas Workman, a leading merchant and M.P. for Montreal, is a third. When a man of Mr. Workman's admitted energy and ability would throw up an undertaking in which he had embarked and spent three years of time, and pack his baggage in a single-ox-cart on which to make his way back to Montreal—a distance, as he must have travelled it through the forest, of over 200 miles, without a vestige of a road for the great portion of the way—it simply shows that the difficulties in the way of the pioneers were not only much greater than they themselves had supposed, but that they were so nearly insurmountable that the one thing which kept the most of them to their places after they once got there was their utter inability to leave.

Mr. Workman tells many amusing incidents in connection with the early history of Huntley which came under his knowledge during his three years' residence. Soon after his location, and before he had any other members of his household than John Coburn and wife—whom he had brought to Canada with him, and who lived with him at that time as servants—Mrs. Coburn was taken suddenly ill. No woman was within miles, and no doctor within many more. Mr. Coburn, however, ran for the wives of Sergt. Cowie and another neighbor of his who had but lately moved in, and Mr. Workman hastened out to the river front in March, where he expected to find Dr. Christie, but he had his journey for nothing. Mr. Coburn, however, was more fortunate, and the two women referred to returned with him, wading through swamps and mud, and clambering over sloughs and swollen streams. Before their arrival, however, Mrs. Coburn had passed the critical moment, and the child which greeted them, on their entrance to the cabin, was the first born in the Township. On meeting the above "child," who is now a prominent citizen nearly three-score years of age, one day recently, Mr. Workman observed to him, "God knows the most exciting race I ever had in my life was the morning you were born."

To a young man who contemplated being the head of a family, such incidents were not calculated to form an inducement to remain in the wilds, while any other prospect or occupation remained open.

Lieut. Campbell, above spoken of, settled on Lot 16, Con. 3, Sergt. Campbell, on Lot 10, Con. 2, the year after Cavanagh and Mooney came, and they were both here when Mr. Workman came. As he certainly came in 1820, the first settlement was made as early as 1819, and possibly as early as the fall of 1818. George Erwin and Hugh Erwin settled on Lot 3, Con. 3, in the fall of 1820—also Robert Johnston, on Lot 10, Con. 3. Robert, Andrew, William, and Thomas Alexander, brothers, settled on the third line, between Carp Village and Goulbourn, in 1821, or possibly the fall of 1820; and John Acres settled on Lot 11, Con. 3, in 1821—also at the same time James Moran (who had come to Canada and been living in Hull since 1819) settled on Lot 11, Con. 1.

Henry McBride, of Carp Village, settled there in 1821. He is the only resident settler of that early date yet surviving, except Cavanagh and Mooney above mentioned. Of those who were in the Township when he came, or who settled during the same season (besides those above-named), were the following:—Samuel and Stephen Morehead, George Carter, David Kennedy, Wm. Cram (an Englishman), John McEwan, Thos. McCord, Joseph Simpson (whose son was a lieutenant in the army), Wm. Hayes, Dennis Hogan, Thomas Rivington, John Coburn, Roger Wilton, Richard Williams, W. Lusk, Thos. Murphy, William Johnston, and Wm. and Andrew Maxwell.

Of these, Stephen Morehead was soon after killed by a falling tree, and his was the first accidental death in the Township; George Carter met the same fate some time after.

The first marriage which took place in the Township is said to have been that of a sister of Murphy, above-named, a widow whose husband had died soon after settling. His was the first death in the Township, and he was buried on the site of the present cemetery on Lot 17, Con. 4, which is, therefore, the oldest burying-ground. His widow's second husband was a resident of Montreal, whither she also returned after the ceremony. There was a wedding, or perhaps more than one, of residents of Huntley, previous to the above. The one referred to was that of Wm. Mooney, the first settler, to Kittie Hodgins. The ceremony was performed at Richmond, by ex-paymaster Whitmarsh, then acting as commissary of the military settlement, and also a magistrate.

The first school in the Township was taught by a Miss Mills, in a log shanty built for the purpose, on Lot 19, Con. 4. This continued to be used many years, but has been long since replaced by a building more in keeping with the changed circumstances of the settlers and settlement.

The first church built in the Township was the "3rd Line" Church (Episcopal), and the first clergyman who preached in it was Rev. Mr. Flood. But there had been regular religious services periodically held long before that, at different private residences, chiefly at Mr. McBride's; when Mr. Glen, Presbyterian Minister of Richmond, used to call on his way to and from Torbolton. He was the first to hold public religious services in Huntley, and Mr. McBride's was the first house in which such were held.

We find on reference to the oldest records of March (1823), that when it was organized, the Township of Huntley was included therewith for municipal purposes. The records do not show when Huntley withdrew as a separate municipality; and as all public records of Huntley, until a comparatively recent date, have been destroyed by fire, it is impossible to establish the fact to a certainty. It was a considerable time previous to 1840, at any rate—as Robert Johnston, who was the first District Councillor elected by the Township, represented it for many years as such, and always sat at Perth. When the Dalhousie District was set off (1842), Henry McBride was the first District Councillor sent by the Township to Bytown.

Mr. McBride was a native of Tyrone, Ireland, and after settling in Huntley commenced at once to take an active part and leading interest in municipal matters. He was the oldest Magistrate in the Township. He was the Road Commissioner before there was a road, and along with his colleague, Dennis Cavanagh, he cut out the first road in the Township—that now known as the "3rd Line"—which, by the way, is the finest road within the Municipality, and passes for a great part of its course through a delightful neighborhood. Mr. McBride continued to be returned as District Councillor till the operation of the Municipal Act, after which he was many years Reeve—a position which he held till his services to the Township, in both District and County Councils, extended over a period of 21 years, and terminated only when physical infirmities prevented his attending to the duties of the position. He is still living in Carp Village, and is now the oldest surviving settler in the Township, except Messrs. Cavanagh and Mooney. His memory of all matters which happened here in our grandfathers' days is fresh and vivid, and his intellect unimpaired.

The first mail facilities ever placed within reach of the citizens of Huntley were established through the efforts of Arthur Hopper, a man of considerable influence, who settled and kept store on Lot 10, Con. 3. His was also the first store in the Township, and the Post-office was named Hopperville, and had a weekly mail. It is now called Huntley P.O. There is quite a little Village there, consisting of a store, Orange hall, school, and Episcopal church. It now has a daily mail off Stittsville, on the C. C. R. R., from which it is 7 miles distant, while from Ottawa the distance is about 22 miles. Mr. Hopper, who was quite a representative man, is further spoken of under the head of Ottawa.

Aside from the Post Offices already referred to, but one remains in the Township. This is "The Carp," a very pleasant and prosperous hamlet, of more than usual attractiveness for a country Village. It is built on both sides the Carp River, where the 3rd Concession Line crosses it. The Ottawa and Arnprior Road runs through it. It has 2 telegraph offices, daily mail, 2 good hotels, 4 good general stores, 1 splendid steam grist and flouring mill, 1 cabinet shop, 1 carriage shop, 2 blacksmith shops, 2 harness shops, 1 tin and stove store, 2 shoe shops, 1 tailor shop, 3 milliner shops, 2 butcher shops, 1 bakery, and 1 cheese factory. It is distant from Stittsville, the nearest R. R. station, a little over 8 miles; from Ottawa, by direct road, a little over 20; and from Arnprior something over 25. It contains a fine brick town hall, which cost \$1,300, exclusive of grounds, an Orange hall, school, 3 churches (Episcopal, Presbyterian, and Methodist), and is the seat of a Division Court, of which John Fenton (also Township Clerk) is the clerk, and Alex. Johnston, bailiff. The population is



estimated as fully 300. It contains many convincing evidences of improvement and prosperity, and taken altogether it strikes a stranger as being the most pleasant and thriving Village in the County.

In referring more particularly to the municipal representatives of the Township since 1850, the earliest year of which authentic records are preserved, we find the following gentlemen occupied the several positions credited to them that year :—

J. E. Fenton, Reeve ; Wm. E. Bradley, Robert T. Holmes, Henry McBride, David Morehead, Councillors ; James Lowery, Clerk ; Robt. Johnston, Sr., Edward McDonald, Wm. Doherty, Assessors ; Saml. Johnston, Collector ; Wm. Montgomery, Treasurer ; Geo. H. Preston, Wm. Mooney, Auditors.

In 1851 the same Council was elected entire. The same year John Fenton was appointed Clerk, and has continued to act ever since. James Lowery, the previous Clerk, had acted in that capacity a great many years previous to 1850.

In 1852 J. E. Fenton was again elected Reeve ; but was succeeded in 1853 by Henry McBride, who retained the position till 1868, inclusive. The latter was the first year in which Huntley sent two representatives to the County Council, and John Caldwell was the Deputy. From 1868 to the present time, the honors of Reeve and Deputy have been divided between John Caldwell, John Holmes, Edward Armstrong, Thomas Rivington, Samuel Mooney, and John Manion, the two holding those positions this year having monopolized the greatest share. Mr. Armstrong has been over a dozen years in the Council, five of which he has been Deputy-Reeve, and four Reeve. Mr. Manion has been in the Council continuously since 1854. The following are the Municipal Officers for the present year :—

Edward Armstrong, Reeve ; John Manion, Deputy-Reeve ; James Wilson, Henry McBride, Edward Kennedy, Councillors ; John Fenton, Clerk and Treas. ; John Cavanagh, Assessor ; Alex. Morin, Collector ; Edward Horan, John Johnston, Auditors.

The \$5,321 (principal and interest) received from the Municipal Loan Fund was all applied to local improvements.

The rate levied for 1878 was 8 mills in the \$, and the amount collected, \$6,855.29, applied as follows :—Various purposes under head of County rates, \$2,321.61 ; Educational purposes (in addition to various receipts for that purpose from other sources), \$388 ; interest and sinking fund on Town Hall debentures, \$280 ; and the balance to municipal government and various local improvements.

In the early days of the settlement game, both large and small, was particularly plentiful, especially wolves, bear, and deer. The former were not nearly so destructive, however, as they were in some other parts of the country, or even in the County. The pig-pen and sheep-fold sometimes suffered, but there is not one instance on record of a human being killed, and only one instance of an attack by wolves. This was the case of an Indian, who lived upon the banks of the Carp. On a hunting tour one day he was belated and treed by wolves. He stayed on his lonely perch all night, relieving the monotony of the monotony of the programme by shooting an occasional wolf, which the others immediately devoured. He kept this up till his ammunition was exhausted, by which time he had killed more than remained, and as they had all been devoured in turn he supposed the survivors had had enough to eat, therefore when daylight came, and they took their departure, he at once descended and started quietly for his home. It appears, however, he came down too quickly, for he soon discovered that the pack was again on his heels. The chase proved an uneven one, and by the time he arrived within a short distance of his cabin, the foremost brute was upon him. He crashed its brain with his tomahawk, but this delayed him till another sprung upon him, and he found himself in a death struggle with the whole pack. He bravely cut away, growing weaker every moment, but every stroke making one less wolf. The noise of the fierce struggle attracted his squaw, who arrived at the spot just as the last wolf had her chief by the throat and had borne him to the ground. Seizing his gun, which he had thrown from him on the first attack, she clubbed it and killed the savage monster with one lucky blow, just in time to save her husband's life. When they came to count the wolves they found he had killed nineteen with his tomahawk, and she had finished the twentieth with the gun. The early life of the pioneers was full of such adventures as the above, which they came to look upon as quite commonplace, though to us of to-day they are quite the rivals of the scenes of the days of chivalry. In fact we are skeptical enough ourselves not to give credence to the above story, but for two good and sufficient reasons : first, every detail is solemnly vouched for by that proverbially correct individual, "the oldest inhabitant," as well as corroborated by a host of others ; and secondly, it isn't a "bear" story.

Reference has previously been made to the exceptionally poor character of the northern corner of the Township. This formation is rather peculiar, being a spur of the Laurentides, which cross the Ottawa at the foot of the Chats. Here there are portions which are quite approaching that character which might be termed mountainous, the only part of the Township where the topography exhibits an exceptional elevation. These mountains are almost entirely of rock, in places as smooth as a dancing-floor for acres in extent, in others crossed and cut up by deep seams, in others again there are masses of huge size and every conceivable shape, piled in such form as to make acre after acre inaccessible even to the foot of a mountain-goat ; in still other places the upheaval, which has evidently left the surface as it is, many cycles of time prior to the "creation of man," has placed the molten strata in regular order and at various angles of inclination to the zenith ; while everywhere the plainest evidences of tremendous heat are apparent, which, gradually dying out, left broad areas in the condition first described, which seems to have varied to the other named forms by the occasional bubbling out, as it were, of the gases generated within the molten mass after the surface had become cooled.

This interesting formation runs down to the north-east limit of the Carp Valley, and the peculiarity of the division is not less marked than the character of the divisions themselves. What is called the "Upper Road" from Carp Village to Fitzroy Harbor passes along at the base of the mountain ; and for miles—in fact all the way to the Fitzroy line and beyond—one can reach out the hand on one side and touch the forbidding rock of the mountain, which rises in many places very abruptly, and in others more gradually, to a height of several hundred feet ; while a single step toward the other hand places him upon the gently descending and beautifully even plain which finds its lowest point at the edge of the Carp River, whose gliding, glittering stream can be seen for miles winding its way along its peaceful

course, and flanked by a country which, though limited in extent, has no superior in excellence or in the attractiveness of its landscape, or general effect in this whole land of mountain and valley, and forest and stream, and rich fields, pleasant hamlets, and happy homes.

In looking over the Township papers we notice that 1,961½ acres of land in the Township have been advertised this year for sale for taxes, and the fact that a large portion of this has previously been offered without finding a bidder, but confirms what we previously said of the western part of the Township of Huntley. In looking over the Assessor's valuation we find whole lots (200 acres) marked as low as \$25. And though there are many thousand acres in the municipality which are really not worth paying taxes upon, yet the exceptionally good character of parts of it brings it up to about the average of the various Townships of the County in point of general quality, and chiefly contributes to render it, upon the whole, one of the most important minor municipalities of the Metropolitan County of the Dominion of Canada.

#### FITZROY.

This is the most north-westerly portion of the County of Carleton, and is bounded on the north-west by the River Ottawa, on the north-east by Torbolton, on the south-east by Huntley, and on the south-west by the County of Lanark. It presents a great diversity of soil and surface—ranging in the one case from the most level to the roughest and most broken, and in the other, from that of little value or almost utter worthlessness to a quality of superior excellence. It contains 55,014 acres of land—being almost the exact size of Huntley ; but it has over 4,000 acres more of improved land within its limits, and the valuation of its real estate is almost double, or \$741,522 by the last assessment (which was made \$912,279 by the "equalization" system of the County Council). It is the seventh Township in extent, the fourth in value, and the fourth in population—the number of the latter being last officially returned at 3,425, of whom 614 are ratepayers, owning, in addition to their lands, 3,050 cattle, 2,880 sheep, 1,241 pigs, and 950 horses.

The early settlement of Fitzroy was due to Charles Shirreff, from Leith, near Edinburgh, Scotland, and its early history was very intimately identified with that of the Shirreff family.

Emigrating from Scotland in 1817, Mr. Shirreff chose "Smith's Creek," in the County of Durham, Upper Canada, as his future home, and purchased land there near the present town of Port Hope, from "King" Stevens, as he was familiarly called—a son of one of the pioneer settlers in that locality. As this was the first settlement formed on the north shore of Lake Ontario, and as it has from the very earliest day been a place of commanding position and leading importance, we might here diverge to say that the pioneers above spoken of came in in 1791, when the nearest settlement on the east was at Napanee, and on the west at Niagara—there being a partly abandoned military post at Little York, now Toronto. They were four in number—Ashford, Harris, Johnston, and Stevens—with their families—all U.E. Loyalists who had borne arms in the King's service and been obliged to fly their country and leave valuable possessions behind them, to be confiscated on the establishment of independence. They scattered, one into Nova Scotia, another to New Brunswick, while two of them lingered near the British Indian post of Port Niagara, hoping their property might yet be restored, and they allowed to return to their former home at Poughkeepsie, N.Y. However, by the advice of Gen. Simcoe, who had just been appointed Lieutenant-Governor of Upper Canada, and to whom—as a British officer during the Revolution—at least two of them were personally known, they decided to settle in the then unexplored wilderness of the North Shore, and meeting at Port Niagara, in 1791, drove their stock all the way around the Lake from the mouth of Niagara River, on the beach, and through the forest, while their families came in a gun-boat despatched for the special purpose by Lieut.-Gov. Simcoe. The first night of their arrival, Mrs. Stevens gave birth to a male child, "King," above-mentioned. The lot purchased by Mr. Shirreff covered the locality of the incident, and a clause in the deed stipulated that a certain very large and stately maple tree (under which "King" Stevens first saw light) should never be cut down. This condition was faithfully observed, and though the whole County for miles around has been for the past two generations one continuous stretch of the most beautiful fertile fields, the lone maple braved the storms (till age and decay caused it to succumb but a few years ago), a monument to the first-born of the whole North Shore of Ontario. Mr. Stevens died but recently, in the Township of Mariposa, nearly 90 years of age, and Myndert Harris, the last survivor of the original settlers (who was then a boy of eight years) died at Port Hope in the latter part of 1878, 95 years of age.

Although these men's fathers were obliged to go to Kingston Mills or Napanee by boat, and across the "Carrying Place," for several years to get their gristing done—a trip which under the most favorable circumstances occupied a full week—and were obliged for years to undergo many other similar disadvantages, yet the place had become a prosperous and thriving community, with mills and stores and schools and churches, before Mr. Shirreff's settlement there ; and why, under such circumstances, he should have left it for such an inhospitable region as Fitzroy then was, is hard to understand, except upon the ground that, being a man of means, influence, and energy, the authorities were anxious to settle up the region through which they even then contemplated some highway of communication between the East and the West, which afterwards resulted in the building of the Rideau Canal, and tendered him a grant of 3,000 acres of land if he would settle at "The Chats." He accepted the offer, and selling out at "Smith's Creek," moved down to Hull in the fall of 1818, and during the winter of 1818-19 he moved up with his family, including his sons Robert and Alexander, and settled at the Chats, locating all his land grant in what is now the Township of Fitzroy (though it was not surveyed for three years subsequently, by Col. Sherwood, of Brockville), and went to work to clear land and lay the foundation of what at one time promised to be a town of much importance—the Village now known as Fitzroy Harbor.

He started to clear land on Lot 25, 10th Concession, and the first house built in Fitzroy was the one then erected on that lot, now owned by Alexander Henderson. With the exception of those who were engaged in Mr. Shirreff's service, no settlers came into the Township till 1823. Many of the early settlers of the neighboring Townships, however, worked for him between those periods, and even after the

latter date. It was to him, and Mr. Wright, at Hull, that many of the first settlers in Torbolton, March, Huntley, and Goulbourn looked to procure employment to tide them through their seasons of difficulty and scarcity, and procure the means for going on and clearing up their several claims. He used to pay £5, or \$20, per acre for clearing, which looks like a liberal sum ; but the prices of all necessities of life were so high that it was no better than a hand-to-mouth occupation, even with the most able and willing woodmen.

When Mr. Shirreff settled at The Chats, the opinion of the public and military men of the Empire, so far as that opinion was developed, in regard to the proposed military canal, was in favour of the Ottawa and Huron route ; and it was the anticipation of the final carrying out of this scheme—which would undoubtedly have been done by the Home Government, but for the threatened unpopularity in Parliament of any very expensive Provincial undertakings—that induced him to select this particular spot. He was always a very strong advocate of the Huron route, as a matter of public policy, aside from his personal interests ; and even after the Rideau Canal was commenced he was influential in agitating a discussion for a change of location, which *did* effect a change of plan, though the original location was retained.

Pending this decision, and while the discussion was still going on, his son Alexander undertook an exploratory expedition at his own expense across the country from The Chats to Penetanguishene. The amount of cash paid by him to men and for supplies during the trip was £106 18s. 6d., or \$427.70. We see from a document afterwards laid before Sir John Colborne, the Lieut.-Governor, that Mr. Shirreff's plans were highly commended by Col. By, but the Government never saw fit to remunerate him ; although he was at the time Government Engineer, acting as overseer of the works at Bytown, and obtained leave, while the works were in abeyance pending the decision above-mentioned, to carry out the exploration. During this expedition he discovered and named Muskoka Lake and River, and the name of all the surrounding country, now known as Muskoka District, owes its origin to him.

When Mr. Shirreff became convinced that all hope was gone of the Huron route being opened up, he left The Chats and settled in Bytown, where he was appointed the first Government Collector of timber dues in 1835, a position which he held till his death in 1847. In this connection it might be of interest to note that the first timber ever floated past The Chats was taken out in the N. W. corner of Fitzroy, near the present Town of Arnprior, by a man named Tufts.

While Mr. Shirreff remained at The Chats, he continued to be one of the most enterprising and public-spirited men then, or ever since, in that Township. He built a saw-mill near the mouth of the Carp, on Lot 23, Con. 12, in 1831 ; and a grist-mill at the same place in 1837. He was also extensively engaged in lumbering and mercantile pursuits during the twelve years following 1830. Long before that he followed the latter business, having carried on the first store in the Township.

There were other mills in the Township, however, before Shirreff's. The first saw-mill was built in 1825, by Alex. McMillen and Donald Dingwall, two of the earliest settlers in the Township, who also carried on one of the first stores for many years. It was situated on the right or lower delta of the Mississippi, where Mr. Learmonth's mill now is. The first grist-mill—and for many years the only one in the Township—was built on the Carp, at what is since known as the "Laudon settlement," by Herman Laudon, in the fall of 1824. He was the son of a U. E. Loyalist who settled in the Township of Augusta after the Revolution ; and he himself was a captain of Provincial Dragoons during the war of 1812-15, and was present in several engagements, including Ogdensburg and Chrysler's Farm. At the time he settled in Fitzroy, where he drew a grant of land for his military services, there were only four settlers at The Chats—Charles Shirreff, Alex. McMillen, Donald Dingwall, and Richard McArthur, besides a few families of men who were in Mr. Shirreff's employment. Mr. John Laudon, son of the above, still lives on the old homestead. He is even yet a vigorous, active man, though over 85 years old. He is the oldest in years, and also (except one) in length of residence, of any of the original inhabitants.

In fact he is the only one now living who came in prior to 1825 (save Mr. Forbes, of Mohr's Corners), or probably for some time later. Old Mr. Laudon was the oldest magistrate in the Township, the Chairman of the Board of Magistrates comprising the commission which held the first Court of Requests, and one of the leading men of the community during his whole life among them. This first Commission was composed, besides himself as chairman, of Andrew Dickson, of Fitzroy, and John Buchan, of Torbolton, the Court District comprising those two Townships. They still comprise one division of the County Division Court, which is here held in the Fitzroy Town Hall at Mohr's Corners. In his magisterial capacity Squire Laudon performed numerous marriage ceremonies ; one of which—that of John Wilson, who settled on the Pakenham Road, and Eliza, daughter of John Riddell, of the same place—was the first marriage rite solemnized in the Township, as well as the first wedding of residents of the Township.

Mrs. John Marshall, now a widow living with her son, who is one of the councillors, is the oldest female settler surviving. She came from Vermont, where she was born in 1801, with her husband, in the month of March, 1825 ; and they settled towards the N.W. quarter of the Township on Chats Lake, just above the rapids. At this time the only residents of the Township were those already mentioned as being at The Chats—the Laudons, the Dicksons on the 7th line, and the Forbes in the 6th concession. Mrs. Marshall and John Laudon spent Christmas together, with their families, fifty-three years ago in Fitzroy.

Up to the year 1823, Mr. Shirreff, with those in his employ, appear to have been "monarchs of all they surveyed," and to have monopolized the honour of being the only inhabitants of the Township for a period of four and a half years. In the winter of 1821-22, his two sons, having heard of a military colony being settled in Lanark, procured the company of two brothers named Hudson, who were half-breeds, and sons of an officer in charge of the Nor'-West Fur Co.'s trading post situated at Indian's Point, on the North Shore, and started on an exploring expedition to discover them. They traversed Fitzroy and several adjoining Townships in the County of Lanark, particularly Ramsay, without finding a solitary settler, or any evidence of a white man ever having preceded them in any of the localities visited, though they explored the country thoroughly, and were absent over a week.

In August, 1823, however, Andrew Forbes, and John, his brother (who died in 1825—the first death in the Township), settled on the west half of Lot 18, Con. 6, and in the early part of the following winter (1823-24) the whole family came down from Perth, where they



had lived two years previously. William Forbes came between those periods (autumn of '23) and settled near the same place. After a short residence he removed to Pakenham, in the adjoining County, but is now again residing in Fitzroy, near Mohr's Corners. They were the next settlers in order to the Shirreffs, and were followed very shortly after by Andrew Dickson, who settled on the east half of their lot (18, 6), and who, after making preliminary preparations, brought all his father's family in as permanent residents.

The only others who settled up to 1825 have been mentioned in the order in which they came. During that year Thomas McCormick came in on the 4th line; Edward Owens, John Grant, and Thomas Fraser on the 7th line; Alexander McMillan on the 9th; and Cornelius Gleeson on the 10th. The Halliday family settled on the river front the same year; also, Henry Willis and John Marshall, on Chats Lake. James Keating, from Brockville, settled in 1825 on the Mississippi. He obtained Lot 15 Con. 6, from a Capt. Wright, of Brockville, for the performance of settlement duties on other 600 acres adjoining, for the said Wright. The Lowrys and Hamiltons came in early in 1826, and settled near the Huntley town line—some of both families taking land in that Township, and some of the former family had previously settled in Huntley. After this the settlement developed rapidly, and the settlements spread over all parts of the Township. Among those coming in about the same time, and the first to settle along the Ramsay line, were Henry Morehouse and Henry Willis; John Seely, an ex-soldier of 1812-15, who had lost an arm at Lundy's Lane; Squire McVicar, Squire Ritchie, and the Russells.

Among the experiences of the early settlers there was a lack of many of those severer privations which the pioneers of some other localities were obliged to endure, particularly of those whose settlement took place at an earlier date. For instance, from the very earliest settlement (except in the case of the Shirreffs, who had the river for their highway to the mills and storehouses of Hull) the inhabitants had means within easy reach of converting their grain into flour—a difficulty which assumed a most serious character in other sections. Then, again, the school system of the country had disclosed a certain form of development in the older settlements which put it more easily within the reach of the people of Fitzroy to provide their children with a fair amount of educational facilities as soon as it was required; and the same with the opportunities of enjoying religious worship, and also of the more worldly adjuncts of civilization—the purchase of articles required in the every-day experience of "life in the clearings." Still, there was a time when the first few settlers used to go to Perth to mill; and on many occasions they have trudged through the forest on foot, over that distance of fifty miles, returning with a supply of stores packed on their backs; and on several occasions, during his first years in the settlement, Squire Laudon walked all the way to Brockville, and then back, carrying articles he had purchased, which could not be procured any nearer. The plan at that time was for the settlers to take turn about in going to mill or to the store. On one occasion, Mrs. Dickson was carrying her contribution of wheat to the neighbor's house who was going to take the "grist" of the settlers, when she unfortunately lost the only darning-needle in the settlement. This necessary article could not be procured short of Perth, and the "grist" then only went to Laudon's mill, which had by that time been erected. So a number of people turned out and searched two or three miles of road over which she had come, till the treasure was recovered. On another occasion, a couple of daughters of one of the settlers, who had been in service at Perth, returned home, and brought a small parcel of tea as a present to their mother. At that time tea was worth several dollars per lb., and could not be procured short of Perth; and the old lady, though very fond of the beverage, refused the nice gift, as it would "put her in the notion" of tea-drinking again—something which she had, by a grand effort, broken off since her settlement in the woods.

It was no unusual thing for the settlers to get lost and be away thus for a night or two, or even more, at a time. On several occasions Mr. and Mrs. Laudon got lost while trying to make their way home from a beaver-meadow in the vicinity, where they had been saving hay; and in one of those cases they were obliged to spend the night in a tree, to avoid destruction by wolves. Various individuals were occasionally caught in the same way, and one certain young lady attained quite a local reputation by being "treed" over night by wolves on two different occasions, after which she was christened, by common consent, the "Swamp Angel," a soubriquet by which she was familiarly known thereafter.

In 1832 Mr. Shirreff erected at The Chats a square hewed-log building, specially for the purpose of a school through the week, and for holding religious services on the Sabbath. This was both the first school-house and the first church in Fitzroy, the first teacher who occupied it being a man named Ramsay. The next school in order of date was taught by a Miss Clarke, a sister-in-law of a shoe-maker named Devine, who settled at an early day at Hubbell's Falls. It was in an old log building erected for a house by Mr. Forbes, in 1827, on the 6th line, at the present site of Mohr's Corners.

The combined church and school-house erected at The Chats by Mr. Shirreff was common property for all religious denominations, and was for years the only place in the township where regular public services were held, though ministers of all the Protestant Churches had visited the settlements and preached in the houses of the settlers some years previous to its erection. The Methodists were the first who found their way to the confines of the new settlements, Rev. Mr. Playfair, of Perth, being the first who ever held a public religious service in the place. Rev. Mr. Adams, of the same denomination, (resident in Pakenham), also paid the settlements regular visits nearly as early as Mr. Playfair. The first Presbyterian Minister who came to The Chats was the Rev. Alex. Mann, afterwards of Pakenham, and the first who came into the settlement as a representative of the Episcopalians was the Rev. Hannibal Mulkins, an Englishman, who afterwards returned to his native land, and but recently died there. The first church ever erected specially for that purpose was a frame building where the 9th line Presbyterian church now stands.

An event of stirring interest at the time of its occurrence was the birth of Jessie, daughter of Mr. and Mrs. Andrew Dickson, the particular occasion of the unusual interest being the fact that it was the first birth in the settlement, as also in the whole Township. She is now Mrs. Lees, of Ottawa, wife of Robert Lees, Q.C., County Crown Attorney. The first male child who saw light in Fitzroy was William Owens, now living on the 3rd line.

The first, and for a long time the only Post Office, in the Township

was at The Chats. It was kept by Mr. Shirreff, and the mail was carried—in winter on the ice, and in summer by canoe—by that veteran pioneer stage driver and mail carrier, Moses Holt, of Hull, afterwards of Aylmer.

The Chats, now for many years past called Fitzroy Harbor, was a growing and promising town 30 years ago, but it now presents evidences on every hand of prolonged retardment and general decadence, outliving in that respect the once flourishing and prosperous, but now dilapidated, Village of Richmond. It contains 4 general stores however, a small steam shingle mill, several mechanics' shops of different kinds, 1 temperance hotel (the Dunkin Act being in force in the Township), 1 school (with two teachers), and 4 churches—Methodist, Presbyterian, Episcopal, and Roman Catholic.

There is also a water-power, saw and grist-mill a short distance up the Mississippi, on the site of the first saw-mill built in the Township by McMillan and Dingwall, now opened by George Learmonth, one of the leading business men of the community. Mr. Learmonth is a Scotchman, who came here from his native land some 30 years ago, and has by energy and square dealing acquired a very large property, secured a large and lucrative trade, and placed himself in the front rank among the leading men of the Township, in agricultural, commercial, and municipal affairs.

Among the other leading residents of the place are David McLaren, son of one of the first settlers of Torbolton, and brother of James McLaren, of Buckingham, who keeps a large store; Rev. D. P. Merritt, a Church of England clergyman, who takes a leading interest in public affairs of all kinds, and carries on a large farm; and William Shirreff, the only descendant left in these parts of the founder of the place, and the first pioneer of Fitzroy. He is the son of Robert Shirreff; Alexander, the other son of old Mr. Shirreff, died here a short time since—the last of the pioneers. He was never married.

Mr. William Shirreff has documents in his possession over 200 years old, proving the Shirreffs to have been intimately connected with the Dunbars and Creichtownes, Burgesses of the City of Edinburgh, and sheriffs of Leith, more than two centuries ago. He has also original orders issued "for their Majesties' service" which prove Robert Duncanson, one of his ancestors, to have been a major in the "Earle of Argyle's Regiment." The name of "Capt. Robert Campbell, of Glen Lion," appears in the same documents, as a contemporary brother officer.

Fitzroy has ample mail and telegraphic communications. It is 35 miles by road from Ottawa, and 12 from Arnprior, off which it has a daily mail, while the Montreal Telegraph Co. have an office at the place. Although in a state of decadence now for many years past, Fitzroy Harbor is still the same important place in the Township, though there are a number of other villages in other parts.

The one next in importance is variously called Mohr's Corners, Hubbell's Falls, and Galetta. The latter is the name it bears on the officially registered plan, and at the Post-Office Department. It is situated near the centre of the western corner of the Township, on the Mississippi, at the falls of the stream. It was named originally Hubbell's Falls, after Dr. Hubbell, of Brockville, who leased, in 1823, the lot on which the water privileges at the falls were situated from the Clergy Reserves, for a period of 21 years. He did nothing with the property, however, till 1832, when he sold his goodwill to James Steene, who at once built a mill there. This was the beginning of what has ever since been a thriving little settlement. Subsequently Mr. Steene sold out to J. G. Whyte, and purchased property a little further down stream, where he built another grist and saw-mill. Mr. Whyte named the place Galetta (which is his own middle name), and the Village now contains a school, 4 churches, 2 grist and 2 saw-mills, a shingle mill, carding and spinning mill, store, P. O., telegraph office, and a number of mechanics' shops. The P. O. was formerly kept at the "suburb" called Mohr's Corners—a short distance further south, which was until of late the principal place of the two; but lately all the places of business (including P. O.) have removed to Galetta, and the two former hamlets are now really one village. The Town Hall is situated at "the Corners," and was built on the first establishment of municipal institutions, under the Baldwin Act, in 1850, at a cost of £100. There is a handsome church and a number of superior private residences at that part of the Village still called Mohr's Corners. The place is some 40 miles distant from Ottawa, and about 6 miles from Arnprior, off which it has a daily mail.

The other villages in the Township are Antrim and Kinburn—the former on the 4th line, and the latter on the 7th and on the Pakenham Road. Each was named after the native places of the majority of its respective early settlers. The former is little more than a collection of farmers' houses, where there is a P. O., but the latter is quite a prosperous looking hamlet, containing two stores, a large number of mechanics' shops, a telegraph office, and P.O., with a daily mail off Pakenham, 7 miles distant. It is on the direct Ottawa and Arnprior Road, about 35 miles from the former and 12 from the latter. Next to the Grants, Frasers, &c., already mentioned, the early settlers here were William Croskey, Wm. Anderson, John Donaldson, and George and Joseph Smith. There is a drill-shed here—Kinburn being the head-quarters of No. 4 Co., 42nd Regiment.

Both Antrim and Kinburn are located in the centre of broad stretches of almost perfectly level country, of the most magnificent character from an agricultural point of view—and some of the very finest farms not only in Carleton, but in Ontario, are to be seen immediately surrounding Kinburn.

The medicinal mineral waters which abound in various parts of the County are supposed to underlie a great part of this Township, many wells in different sections inclining to a saline or bituminous taste. On Lot 10, Con. 2, there is one of the finest mineral springs in the country, where water of highly medicinal properties, and in the greatest abundance, is at all times procurable. An enterprising citizen named Checkley (whose late performances in connection with clever counterfeiting exploits, and later clever evasions of the Canadian Police authorities, will be fresh in every one's mind) leased the property a number of years since, built hotel, stables, bath-houses, &c., &c., and ran stages to meet all trains at Pakenham, on the C. C. R. R., till his little adventure in contravention to the established laws of finance was discovered, and resulted in closing up the place, which is disinterestedly spoken of as having been of real merit, and no small benefit.

From the total absence of all official records of an early date, and the uncertainty of the memory of man when uncorroborated by documentary evidence, we are unable to name the precise date at which Fitzroy became an organized municipality. It was long previous to 1842, however, as the District Councillor used to proceed to Perth to attend the regular meeting of his colleagues for many years. At the first election,

however, there was a very exciting time. John Neil, of the Antrim settlement, ran against one Gillan, a lumberman at The Chats. It was a contest of Irish against Scotch. It nearly filled the bill of the ancient Donnybrook, or the more recent battles of *civilized* times—"short, sharp, and decisive"—barring the shortness, for it lasted two days, and was decisive in establishing the superiority of the Irish—at least in point of numbers—by the return of Mr. Neil. The Scotch were so badly beaten, in fact, that they did not "show their hands" again for years, Mr. Neil continuing to sit in the District Council till Dalhousie was set off, and in that Council he was also Fitzroy's first representative. He continued to represent his Township in the District, and afterwards the County Council (with the exception of one break of about six years), till the present year (1878), when he voluntarily retired. The occasion was taken advantage of by his friends throughout the Township, who presented him with a magnificent gold watch, suitably inscribed, which cost \$250, accompanied by an address couched in the most respectful and affectionate terms.

The interruption in his representative term occurred between 1848 and 1855, during which years James Steene and Robert Carrs sat in his place. The former was the last District Councillor and the first Reeve under the operation of the Municipal Act in 1850.

The entire Municipal Council for 1850 was composed as follows:—James Steene, Reeve; William Dean, James Howe, Robert Carrs, W. P. Taylor, Councillors; Thos. Elliott, Clerk.

Robert Elliott succeeded Thomas as Clerk from 1852 to 1858. During the latter year W. P. Taylor succeeded to the position, and has ever since continued to perform the duties therewith connected. Mr. Taylor is an Englishman, a gentleman of fine abilities and intellectual attainments, and makes an excellent official. He is also Division Court Clerk of the Division embracing Fitzroy and Torbolton, which sits at the Fitzroy Town Hall. On Mr. Taylor's place we saw an extensive apiary; and his account of the results of the venture, financially, prove the County of Carleton to be a first-class section of country for bee-keeping—a branch of agricultural industry which might be very profitably followed here if it were only extensively engaged in.

For the present year the municipal representatives and Township officials are as follows:—

Allan Fraser, Reeve; Chas. Mohr, Deputy; Thos. Marshall, David McLaren, John Elliott, Councillors; W. P. Taylor, Clerk; Archibald Riddell, Treasurer; Francis O'Neill, Assessor; Augustus Marshall, Collector; Thos. G. Somerville and John Forbes, Auditors.

The whole of the money received by the Township from the Municipal Loan Fund distribution (\$6,850) was applied to the improvement of roads and the building of bridges.

The schools throughout the Township are fully up to the standard of any rural municipality in the county—and the same can be said of the state of all local improvements, and the general management of the Township's municipal affairs.

We have heretofore omitted to mention as a particular fact, what is patent from the general description—that in real wealth, material resources, and all the attributes of a high state of enlightenment, this Township, if not already at the head of the list in this County, is—as compared to size and population—very far in advance of the average; and this specialty in its favor bids fair, from its many natural advantages—chief among which is the exceptional excellence of the soil of a great portion of its area—to go on increasing till Fitzroy shall stand without a peer in the metropolitan county; and this sentiment we find endorsed by very many whose ability and great experience should give preponderance to their well-considered opinions.

## TORBOLTON

Is the smallest of the ten Townships which comprise the County of Carleton. The exact quantity of land at the ordinary summer water-level is 25,626 acres, being 2,367 less than March, the next smallest Township, and but little above one quarter of Osgoode, which is the largest.

In shape it is that of a right-angled triangle, with the exterior side "bulged" into a concave, which is indented here and there by little bays or indentations of the Ottawa, which forms its northern boundary.

In position, it is the most northerly Township of the County; being bounded on the north, as above observed, by the Ottawa, as it sweeps in a comparatively regular north-easterly to south-easterly circular course from the foot of the Chats Rapids to the head of Nepean Bay; on the south-east by the Township of March; on the north by the Township of Fitzroy; and cornering, at its southern extremity, the northern corner of the Township of Huntley.

The surface of the Township is for the most part very even; exceptionally level in fact over a large proportion of its area. Much of it is flat, without being low; and in such as this is where the best of the land is to be found; the higher ridges which break its general level at a few inland points being usually formed of rock, though in some cases of sand, while the soil of the level portions, which comprise the greater part of its area, is a variety of hard clay, clay loam, and black alluvial deposit, the whole being interspersed in a heterogeneous manner, and all varieties being oft-times found within a very small radius. The quality of this peculiar soil as to fertility is scarce excelled anywhere, and the results indicate an amount of productiveness which at once brings ample reward to the toil of the husbandman, and at the same time proves its capacities to be at least equal to that of any similar climate of which we have any knowledge.

The streams which water the territory—or rather drain it—and of which there are quite a number, are so small as not even to have the distinction of a name; except the Constance, emptying the Lake of the same name in the Township of March. It enters Torbolton almost at the line between the 4th and 5th Concessions, and running in an extremely crooked and zig-zag course, yet preserves an even direction, sometimes on one side of the line, sometimes on the other, but scarce leaving it an eighth of a mile in its course across the Township, till it empties into a small inlet on the south shore of the Ottawa, called Sand Bay. The land for a considerable distance on both sides of the stream, for its entire length, is low as well as level—so low that none of it has never yet been brought into cultivation. It is, in fact, one dense swamp, and its primeval wildness may be judged from the fact that although the country all along on both sides is well settled, and mostly cleared and cultivated, yet the valley, so to speak, of the River Constance is still a famous resort of all manner of wild fowl, deer, and even bear. In truth this spot is a sort of hunter's paradise, and



the "sports" of Ottawa have only to don a sombrero, shooting coat, and tremendous pair of top-boots with fringed leggings, shoulder a gun and game-bag, borrow a half-dozen or so of dogs from their friends, and take passage from Aylmer on one of the Union Forwarding and Railway Co.'s boats, which will set them off at Raven Hall, a hunting lodge built by John G. Street, a sporting gentleman of the Township of March. It is situated on the extremity of a little point of land jutting into Sand Bay, near the mouth of the Constance, and is the resort of sporting-men from far and wide. The Ottawa sport above-mentioned must, however, bring along money enough to buy game, etc., from those who know how to take it. They should bring along plenty of refreshment—including a black bottle of medicine to keep off the effects of black flies, wet feet, etc., when they sit quietly in the lodge, eat, drink, and have a glorious time generally, and return with their borrowed dogs and purchased ducks or deer, as the case may be, full of the most wonderful bear stories, including daring adventures and hair-breadth escapes. It's just splendid. The Ottawa sports "know how it is themselves," and so do we. But we speak seriously when we say that few such places exist within a reasonable distance of centres of civilization as the neighborhood of the Constance and Sand Bay. To our own knowledge quite a number of bear, any quantity of deer, water-fowl innumerable, and fish by the cart-load, have succumbed to either line or trigger during the autumn last passed; and the place bears reputation as just the one for a pleasant and profitable outing—for a day, or a week, or indefinitely.

Proceeding up the river from Sand Bay (which is itself of somewhat circular shape, with a diameter of about a mile and a half) we soon come to the mouth of Buckham's Bay. This is a body of water of very regular shape, about two miles long, and a quarter of a mile wide its entire length. It is situated entirely in the 4th Concession, and its lateral dimensions lie parallel with the direction of the concession lines, or nearly south-east from mouth to head. It takes its name from Mr. Buckham, one of the first settlers in the Township. It is separated from the river and Sand Bay by a strip of land from a half to one mile in breadth, rising towards the centre, which on account of its quality is of absolutely no value, being almost pure sand—which fact gives the name to the Bay on the other side. It is also bounded on the inland side by a rising plateau; and from the fact that it is thus land-locked, and perfectly wind-locked also—if the term may be used—it is the reserve-ground, or rather water, for the surplus log-supply of all the lumbermen who own the immense mills of the Chaudière and vicinity. In prosperous lumbering seasons, before the above mills have cleared out the supply in their own booms, Buckham's Bay is filled, completely jammed, with saw-logs, from end to end.

Further up the river, and within the Torbolton limit, the only other points worthy of remark are the Government quarries. One of these is situated on Lot 21, and the other on Lot 27, both on the river front. They both contain immense quantities of cut-stone designed for the construction of the Chats Canal, which has been referred to in another place. The lower quarry contains some fifteen acres of the finest cut-stone ever quarried. It has all been lying in its present position since previous to the abandonment of that great work in 1856.

Unlike many of the old Townships of Upper Canada, and even some of the County of Carleton, Torbolton was surveyed previous to its first settlement. The contract was taken from the Government by Reuben Sherwood, of Brockville, but the surveyor who did the actual work was John McNaughton, well and widely known throughout the Ottawa Valley. He still resides in the suburb of Ottawa City, a very old man.

The name—from the native parish of Scotia's immortal bard, in Ayrshire—must have been given to the Township at the time of the survey, as this took place during the winter of 1822-3, and it was already known as Torbolton when Mr. Buckham settled upon Lot 15, 4th Concession, in September of the year 1824. He came upon the lot on the 28th May, which was Monday; Capt. Baird, who had located the previous Saturday, on Lot 19, a short distance up the river, being the first settler, and himself the second.

The system of issuing free grants to actual settlers had been abandoned the previous year, except to those whose service in the army or navy had entitled them to land, in which cases it continued to be drawn as before. Mr. Buckham was therefore the first purchaser of land in the Township of Torbolton. He paid £10 (Halifax cy.) for the first lot he bought—200 acres.

Lieut. White and Lieut. Ibbitson, both of the army, followed Capt. Baird and Mr. Buckham the same season (1824), and settled on Lot 13, river front. At the same time Lieut. Grierson, of the navy, settled on Lot 20, just above Capt. Baird. These four comprised all the settlers in the Township in 1824, except one named McLaren, who was drowned two years afterwards by the upsetting of his canoe when returning from South March, where there was thus early a post-office established, and whither he had been to receive a letter from his mother in Scotland. His body was subsequently recovered and buried by some three or four settlers, the only ones along the shore at that time. This was the first death in the community.

Lieuts. White and Ibbitson did not remain quite two years, when they removed to Montreal. A son of the latter is now clerk in the Recorder's Court of that city.

In the year 1825, the population of the Township was increased by the arrival of several new settlers. These included a brother of Lieut. Grierson above-named, who was also an ex-navy officer, and settled in close proximity to his brother on the river front; David McLaren, an ex-hardware merchant of Glasgow, who settled on either Lot 24 or 25 river front, his brother above-mentioned having settled on the other of the two; James and Elizabeth Wier, a young Scotch couple who settled, and still reside, on Lot 6, 4th Concession; and Archibald Stirling, a brother of Dr. Stirling, now of Caledonia Springs, who very soon became disgusted with the place and left. Mr. and Mrs. Wier also left in about a year, and went to Lower Canada, where they lived some twenty-five years, afterwards returning to the same place.

During the summer or autumn of 1826, Welton Slack, an Englishman, settled on Lot 4, 6th Concession; Thomas Truckle, an ex-soldier, on Lot 1 in the 6th; and Wm. Aldridge on Lot 4 in 7th Concession. The latter soon after returned to France, and Truckle subsequently died in hospital at Kingston; so it may be said that in the spring of 1827—three years from the first settlement—with the exception of Mr. Slack above-mentioned, the following were the only residents of the Township, in ascending order, beginning with John Buckham, who was lowest down the river, then Capt. Baird, then the brothers Grierson, both

ex-navy lieutenants; and up near the extreme corner of the Township, David McLaren.

Of these, the only now living are Mr. Buckham, still a man of great energy, and far younger in appearance than most men who have seen so many seasons come and go; the widow of Capt. Baird, who resides on the old homestead, and is now over fourscore years; and Mr. Slack, also over 80 years of age.

The Griersons, while they lived, were among the most prominent residents of the Township; and now they are gone their places are filled by a numerous list of descendants, settled mostly in the northern part of the Township, and all well-to-do and highly respected citizens.

Mr. McLaren, who during his life was one of the most enterprising and public-spirited men of the Ottawa Valley, has left a posterity which do him no discredit. His son James is an active partner in more and greater public and private business enterprises probably than any other man whom the Ottawa country has ever possessed. He is chief owner of some of the largest milling, lumbering, and manufacturing interests in the Ottawa Valley; a controlling shareholder of several very wealthy financial corporations, and President of the Bank of Ottawa. He is a resident of Buckingham, in the Province of Quebec. Another son is a D.D. and Professor of Theology at the University of Knox College, Toronto. Old Mr. McLaren died at the Gatineau many years since.

Those settlers mentioned as being along the river front in 1826 continued to be the only ones in the Township for a number of years, and the only ones along the river front for a considerably longer period, as the central and rear parts of the Township were settled up first, when settlement increased anywhere—as it did very slowly for a long time. In fact it is not till since the great fire of 1870 that the settlement of the place has received anything which might be called a quickening impulse. One of the drawbacks is said to have been the large quantities of land drawn by ex-army and navy officers—not those who settled in March alone, but many who settled in other Townships, who were unwilling to sell at prices to encourage any one to purchase. In the nature of things, however, these causes ceased one by one to exist, and Torbolton may now be said to rank as a rapidly improving municipality, and a very desirable one—comparatively speaking—to locate in, if with a view to following agricultural pursuits; and we might go a little further, and say that considering the increasing advantages of intercommunication, the permanent ones of superiority of soil, the existing ones of comparatively cheap land—when classed with others possessing equal intrinsic value of soil and advantages of location—Torbolton is at the present moment perhaps the most desirable location in many respects within the County of Carleton for the above or similar purposes.

Proceeding to trace the slow but sure increase which succeeded the year 1826 above referred to—and no wonder it seemed very, very slow to the pioneers—we find that in 1834, eight years afterwards, the number of residents had increased to 30, whose names and locations are herewith given:—

In the 1st Concession—Wm. Cahill, C. Keegan, James Grierson, Jr., Patrick Dolan, and John McDonnell.

In the 2nd Concession—D. McLaren, James McLaren, John Brown, William Ross, Robert Dolan, Andrew Hawley, and Hugh Gibson.

In the 3rd Concession—Robert Richards, Alexander Munro, and William Munro.

In the 4th Concession—John Buckham, John Grierson, Jr., James Hawley, John Headley, Lieut. John Grierson, Lieut. D. Baird, Lieut. James Grierson, and Henry Penny.

In the 5th Concession—George Young, Henry Flood, and Jeremiah Taylor.

In the 6th Concession—William Slack, Leonard Shouldice, and Walton Slack; and

In the 7th Concession—William Aldridge.

Of these thirty, twenty-seven owned the landed they lived on. The other three were apparently "squatters" at that time—though some of them, or perhaps all, became owners afterwards—as we find the following remark opposite to their names on the document still preserved by the Township Clerk, from which the information is gleaned, viz.:—"Has no title to the land." The three were named and located as follows:—Henry Penny, 22 in 4th; George Young, 4 in 5th; Henry Flood, 6 in 5th Concession.

On these different lots, and at that comparatively recent date, only 25 settlers had clearings. The largest of these belonged to Lieut. (generally known as Captain) Baird, and amounted to 70 acres. Fifty acres of Lieut. John Grierson, and 45 of John Buckham, were next largest. Quite a number only had two acres each of clearing. The total acreage of clearings in the whole Township aggregated 374½ acres.

There were at that time in the Township 5 "sided log-houses" (which were the best class), 1 saw-mill, 13 horses, 30 oxen, 36 milch cows, 20 "other horned cattle," and a total population of 157 souls. Some of the 30 families contained but a single individual; the largest was that of Lieut. Baird, containing 16 members—the next, that of Lieut. John Grierson, which contained 12.

During the next 11 years, up to 1845, the number of ratepayers had only increased to 62, only 50 of whom had clearings on their property, the largest of which was John Buckham's, of 100 acres. The amount of stock owned was 31 horses, 70 oxen, and 130 cows. The official papers makes no estimate of the population. Four years later, in 1849, the last previous to the operation of the Baldwin Act, the number of ratepayers had only been increased by three, or to a total of 65. The total value of real property was £4,260 16s.; £270 being the highest amount assessed to any single individual, and only five being assessed as high as £200, viz.:—(In the order named) D. H. McLaren, John Buckham, Lieut. John Grierson, Lieut. D. Baird, and Captain (formerly Lieut.) John Grierson. Quite a number were assessed as low as £3 each.

Matters jogged along thus slowly—never receding, but always progressing a little—till an impetus of improvement overtook the Township soon after the "great fire," which has rolled up the figures on the 1878 Assessment Rolls as follows:—

No. of acres improved.....	6,815
Value of Real Property.....	\$130,480
" Personal Property.....	11,870
" Taxable Income.....	300
Total.....	\$143,650

Which amount (or rather that on the Rolls of 1877, which was \$146,180) was however increased by the "Equalization of Assessment" Committee of the Council at its June Session, 1878, to \$263,854.

In addition to the above there are 327 horses, 815 cattle, 658 sheep, and 304 pigs, the property of 222 persons, representing an aggregate population of 888 souls. Taxes are paid in addition by 33 non-residents.

On consulting the Township records we find it was first organized as an independent Municipality in the year 1831. As every one knows, the affairs of the Township were regulated at that time, and long subsequently, by yearly meetings of all the "householders." The Clerk was a sort of Sec.-Treas., Auditor, and entire Council combined. The following is a copy of the minutes of the first "Town meeting":—

"At a meeting of the inhabitants of the Township of Torbolton, held by public notice, by authority of James Grierson, Esq., and Benjamin Street, Esq., Magistrates for the District of Bathurst, the following officers were appointed to serve for the year One Thousand Eight Hundred and Thirty-One:—

"Township Clerk, John Buckham; Assessors, David McLaren, James McFarlen; Collector, Daniel Baird, Esq.; Overseers of Highways, John Grierson, Esq., Robert Richards; Constable, Mr. Gardner; Poundkeeper, Patrick Cochlin.

"Held in the house of Lieut. James Grierson, on Monday, the 3rd day of January.

"JAMES GRIERSON, Esq.,  
"President."

The Town meeting for 1832 was held at the house of John Buckham, James Grierson, Esq., presiding, and the following officers elected:—John Headley and William Adams, Assessors; Lieut. D. Baird, Collector; Lieut. John Grierson, Overseer of Highways; and James Grierson, Jr., Poundkeeper. John Buckham continued to fill the position of Township Clerk up to 1841, inclusive, a period of 11 years. At this meeting the following resolutions were passed as Town laws for the year:—

"First, that log fences be four and a half feet high, of four substantial logs—rail fences the same height, composed of six rails.

"Second, that pigs be allowed to run at large from the first of May to the first of November.

"Third, that bulls be not allowed to run at large for the same period.

"Fourth, that the half of the Statute labor be given between the 20th and 30th of June, and the other half between the 20th and 30th of October."

Below we give lists of the Township officers down to the present time:—

1833.—Andrew Hawley and Wm. Adams, Assessors; David McLaren, Collector; Robt. Richards, Lieut. John Grierson, and Wm. Aldridge, Overseers of Highways; Wm. Munro, Poundkeeper; John Smith and Henry Penny, Town Wardens; John Brown, Constable.

1834.—Andrew Hawley and Peter Keegan, Assessors; David McLaren, Collector; Leonard Shouldice and Jeremiah Taylor, Town Wardens; John Milford, Constable.

1835.—William Aldridge and Walter Slack, Assessors; Andrew Hawley, Collector; Daniel Baird and David McLaren, Town Wardens.

1836.—Robert Richards, Assessor; Andrew Hawley, Collector; John Grierson, Jr., David McLaren, and Wm. Adams, Commissioners.

1837.—Wm. Adams, Assessor; Andrew Hawley, Collector; John Headley, John Grierson, Jr., and John Smith, Commissioners.

1838.—John Buckham, Assessor; Andrew Hawley, Collector; Commissioners as in previous year.

1839.—John Buckham, Assessor; John Headley, Collector; John Grierson, Jr., Andrew Hawley, and Saml. Anderson, Town Wardens.

1840.—Robert Richards, Assessor; John Headley, Collector; David Davis, John Grierson, Sr., and Henry Penny, Town Wardens.

1841.—Andrew Hawley, Assessor; David McLaren, Collector; John Grierson, David Davis, Thos. Coghlan, and Alexander Munro, Town Wardens.

In 1842 the law came into force which set off Dalhousie as a separate District, and Mr. Buckham, who had been Clerk since the first organization of the Township (during some of which time he had also been Collector), resigned to assume the duties of District Councillor. John Smith, who succeeded him, retained the position till 1852, inclusive, a period of ten years. The full list of municipal officers for the year 1842 was as follows:—

District Councillor, John Buckham; Township Clerk, John Smith; Assessor, Duncan Ross; Collector, Thomas Coghlan. School Commissioners, John Smith, Henry Penny, David McLaren, Capt. Grierson, Leonard Shouldice.

In 1843 Duncan Ross was Assessor and Collector. In 1844 the officers were all the same. In 1845 the changes were: District Councillor, Capt. James Grierson; and Assessor and Collector, Robert Richards. In 1846 Andrew Hawley was Assessor, and Thomas Coghlan, Collector. In 1847 all the officers of the previous year retained their places. In 1848 David McLaren succeeded Capt. Grierson as District Councillor, and Duncan Ross was appointed Assessor. All the officers for this year retained their positions during 1849, which was the last year of local municipal government under the heretofore existing system, by the District Council, regulated by the yearly "Town meetings."

The minutes of the first Council meeting under the operation of the Municipal Act are given below. To use a common expression, they are "short and sweet;" and it is quite evident that the *Patres conscripti* of those days, at least in the Township of Torbolton, stood not upon nice points of order—nor "talked against time" for seven hours at a stretch—nor wasted time and money in fruitless discussions upon the ruling precedents of Parliamentary practice. Such high-toned legislation is left for our law-makers of the present day. Below are the minutes:—

"At a meeting of the Municipal Council of the Township of Torbolton, held in the house of David McLaren, Esq., on Monday, the 21st of January, 1850, by virtue of a notice to that effect issued by the Township Clerk, in terms of the Statute, 12 Vic., Cap. 81, Sec. 24.

"Present, D. McLaren, Esq., John Buckham, Esq., James Grierson, and James F. Grierson.

"Moved by James Grierson, seconded by John Buckham, Esq., that D. McLaren, Esq., be elected Town Reeve.—Carried.

"Moved by John Buckham, Esq., seconded by James F. Grierson, that this Council adjourn till Monday, 11th Feb., at 2 o'clock, p.m.—Carried.

"DAVID MACLAREN, T. Reeve."



# HISTORICAL SKETCH OF THE

In 1851 the same Clerk (John Smith) and Reeve officiated. In 1852 James Grierson was Reeve, and in 1853 he continued in office, and Thomas G. Somerville succeeded Mr. Smith as Clerk. These gentlemen then continued to occupy their respective positions for the next two succeeding years.

The following changes then occurred. John Buckham was elected Reeve in 1856, Alex. MacLaren succeeded Mr. Somerville as Clerk in 1857, and John Smith was reappointed to the Clerkship in 1858. The positions of Reeve and Clerk were then filled as above till 1865, when John Headley was elected Reeve. In 1866 Mr. Smith retired from the Clerkship and was elected Reeve, with George N. Headley as Clerk. Next year, 1867, George Buckham succeeded to the Clerkship, which he still continues to hold; while Mr. Smith retained the position of Reeve till the present year, when James Mills was elected to the position. Below is a complete list of the Municipal officers for 1878:—

James Mills, Reeve; John Low, John Armitage, James Shaw, Wm. McDonell, Councillors; George Buckham, Clerk and Treasurer; William Newham, Silas Sullivan, Auditors; Thomas Wilson, Assessor and Collector.

There is no Town Hall in the Municipality, the meetings being held in the school-house of No. 2 Section, Lot 10, 2nd Concession.

On the distribution of the surplus caused by the settlement of the Municipal Loan Fund, Torbolton received \$1,685.25 (including interest), which was chiefly spent in opening and improving roads and building bridges.

The oldest yearly statement of receipts and expenditure now existing is for 1837, and we reproduce it here, as a matter of interest to our present financiers:—

	£.	s.	d.
1837.			
July 14th, Received from District Treasurer	6	5	6
Aug. 22nd, " from Wm. Ross 5s. fine for non-performance of statute labor, and 2s. 4d. Constable fees	0	7	4
	£6	12	10
Aug 22nd, Cash paid J. Tivins, Constable	0	7	6
do " " " "	0	12	6
Dec. 6th, Pd. John Brown, per order of Commissioner	5	0	0
	£6	0	0
Balance on hand	0	12	10
	£6	12	10

Times have changed, truly, in financial as in legislative matters, since 1837.

The hardships and privations of the early settlers form a fruitful and interesting theme in the history of Torbolton, though probably no more so than in all new Townships of this western world; the early history of one section being so similar as to be almost identical with that of another, differing only in the personal experiences of the various pioneers of the different localities, who have come and gone their respective ways of life, and left their several reminiscences to remind us what was suffered by our ancestors in conquering from the primeval wilds the fair inheritance enjoyed by the present population of this County and Province. Instances could be related without number, not only of the dangerous adventures and hairbreadth escapes of the men, but the women also had their share; and the courage and fidelity they displayed in battling with circumstances so hostile to their womanly antecedents, and in overcoming the difficulties and dangers of extremely trying situations to which they were in off-repeated succession exposed, challenge our warmest admiration for the noble and heroic conduct of the mothers of Carleton and Upper Canada; and though space forbids that anecdote or incident of pioneer life should be largely drawn upon in this brief sketch, it might be as well to mention an occasional one by way of comparison or contrast of our people of then and now; or rather of the surrounding circumstances which made the people what they were and what they are, as circumstances always have and always will.

We have spoken above of Mr. and Mrs. James Wier, who were the first settlers in the Township back from the river. They came in poor—as most of our best settlers did in those days—and Mr. Wier was obliged to seek employment in the distant settlements in order to procure the necessities of life. He was wont to go to Richmond (where Capt. Lyon had built a mill), or to Hull, for flour; which, after working to earn, he carried on his back through an almost impenetrable forest and intervening swamps, with no other guide than his own intuitive knowledge of "forest ways," aided by occasional "blazes" of the surveyors. Sometimes he would be belated, and to avoid destruction by the wolves, which held full sway by night, he was obliged to take to a tree with his flour and wait for the dawn to drive the savage brutes to their lairs. On one occasion he was delayed a number of days by some accident at the mill, and while thus absent the supplies at home entirely failed; and to add to the difficulties of the situation, the cow (they were the fortunate owners of a cow, which few possessed at that time) had strayed away, and Mrs. Wier was obliged to live for some days on "browse," boiled like "greens," supplemented by a few berries, which latter were very scattered and difficult to obtain.

On another occasion, during her husband's absence, Mrs. Wier went out in the "bush" to search for the cow, which was wont to go astray and get lost. She had two little children with her, and after wandering about a long time she attempted to cross a stream by means of a fallen tree, carrying her children as best she could. When but part way across she slipped, and fell into the water. She was completely stunned, and after a considerable time—she could not tell how long—she recovered, and found that she had been lying partly covered with mud and water, while her children had both managed to crawl out of the water and were playing on the bank. After further fruitless search, she managed to find enough berries to appease the hungry cries of the little ones; and as darkness approached she improvised a shelter by bending small twigs together, and fastening them at the top with other twigs, then breaking off more twigs to form a bed, and here, in the midst of the forest, lost, she passed the weary vigils in watching her children, in momentary and mortal dread of the wolves, whose savage howling, now approaching and again receding, made night hideous in all directions. Her husband returning next day, and seeing unmistakable evidences of a somewhat continued absence, immediately set about searching, and his

grief and fear for the safety of his wife and little ones soon gave place to corresponding joy and gladness when the lost were found.

Such incidents as the above were of so frequent occurrence in those days as to come to be looked upon as matter-of-fact by those who experienced them. The settlers upon the river front, however, had advantages of position which precluded many of the scenes of hardship and adventure so common to those located more in the interior. For instance, in the matter of procuring flour, etc., they could take their canoe, go down to Pinhey's Mill, or (as was often the case when water supply failed them) to Le Breton's at the Chaudière. Usually the water was so rough day times as to make it necessary to wait till the breeze fell with the sun, when the settler would generally occupy the night in paddling down to the mills. Next day he would get his wheat ground, and waiting for night again, start on his return. Very frequently storms would intervene to prevent an immediate return; and it was no unusual occurrence for the settlers along Buckham's Bay to consume several days, and in some cases a week or even more, in making the trip to mill.

In regard to facilities for intercommunication, the Township of Torbolton, on account of the general flatness of its surface and tenacity of its soil, coupled with the continued backwardness of its settlement, put its inhabitants at a disadvantage in that respect, compared with those of other localities perhaps less favored in some other ways. It was many years after Bytown became a place of some note, before a road even existed where the main road runs now from Torbolton via South March. The Township of Huntley was earlier and more thickly settled than Torbolton—consequently had better roads—or rather had roads (all were execrable), whereas Torbolton had none. Therefore the settlers along the North river front of Torbolton were obliged to go to Bytown through Huntley, the road being 38 to 40 miles, instead of 26 to 28, as it now is. In the course of time, what is now called the "Torbolton Road," i.e. the 4th line, was cut out, but it could scarce be called a road, being a dangerous undertaking to attempt its passage except in winter, on runners. Mr. John Buckham was the first man who ever drove a team through it—a circumstance which was then noted as quite a local event—and he came near paying for that distinction by the loss of a valuable team, which got many times badly mired, but managed to drag through alive.

Mrs. Buckham was also the first woman who had the temerity to ride over the road, and as a scrap of information to our young married ladies of to-day, who spin along in luxuriously-cushioned spring carriages, over Nicholson pavements and macadam turnpikes, we just make a note of the trip. Mrs. Buckham had been to Bytown on horse-back, and returning, when she came to the fork of the "Torbolton Road" from the Huntley route, by which she had come down, the horse, which had been over the way with her husband, evinced a disposition to take the near cut; so as it was getting late, and thinking she was good for it if the horse was, she let him go. In crossing the streams and sloughs, the horse was several times literally mired, and on several occasions Mrs. Buckham was obliged to dismount and crawl over creeks and gulleys on fallen timber—letting the horse flounder through as best he could, and re-mounting on the opposite side. Thus she pursued the uneven tenor of her way, through a dense forest without a single settlement for ten miles at a stretch, through darkness, mud, and bogs, and overhanging branches which sometimes nigh dragged her from her horse; but at last she arrived safe and sound at home, none the worse for the adventure—such a one, we fancy, as not many women of now-a-days would care to undertake.

As to the advantages of religious and educational facilities, they could only be judged in a negative way, or from past experience of former homes, as neither schools nor churches existed for years after the events detailed above as marking the history of the early settlements. The difficulties and inconveniences attending the absence of those most necessary adjuncts of civilization are so well understood and so thoroughly realized by all who know aught of Canada and its early history as to make further reference thereto unnecessary, except to note the occasions—so far as we have been able to trace them accurately—when they began to disappear by the introduction of these much-needed improvements.

The date of the building of the first school-house is not quite certain. It was a log structure, erected on the river front on the property of Lieut. Baird, by a few of the neighbors adjacent—who were at that time almost the only inhabitants of the Township. The instructors were also paid by the private means of a few citizens, and the term of instruction was at first only during the winter season. The hand of time has returned to the dust the little log building, the pioneer of the present prosperous Public School system of the Township of Torbolton.

The building of churches was a matter of even much later date than that of schools; though regular public religious services had many years' precedence, in point of time, to either public or private school instruction. A gentleman named Glen, a Presbyterian minister of Scottish extraction, received a grant of 400 acres of land from the British Government on condition of coming out and locating in the new settlements. He happened to fall in with Mr. Buckham at Richmond, both being there in connection with the location of claims. They thus became acquainted, and went together in quest of their land. After making their selections, Mr. Buckham at once settled upon his, while Mr. Glen returned to Richmond, as a temporary residence—intending in the course of a short time to settle permanently in Torbolton. Meanwhile, he came regularly to the Torbolton settlement, and held services in Mr. Buckham's house. He used to walk all the way from Richmond and back, through the pathless forest—there being, of course, not a vestige of a road—and had there been roads there were no horses.

Mr. Glen's great interest in the spiritual welfare of his friends, and his devotion to the cause of his Master, are amply attested by the tremendous difficulties he willingly encountered, and persistently overcame, in spreading the glad tidings of Him who died that all might be saved. His exemplary devotion to the cause of Christ, and Him crucified, led to his melancholy death, which resulted in less than two years from his arrival in the country. This was caused by an attack of inflammation proceeding from an illness which was superinduced by wet, cold, and fatigue encountered during one of his periodical religious journeys from Richmond to Torbolton; and thus—with his work yet unfinished—the spirit of this good man, in its return to the God who gave it, deprived the community of one of its most beloved members, and society of one of its highest ornaments.

The date of his holding the first religious service—which was also

the first held in the Township—was in the latter part of the summer, or early autumn of 1824; and the place was Mr. Buckham's new house.

This house was the first erected in Torbolton, and is still occupied by Mr. Buckham and his family. It is a very fair specimen of a country farm-house, even now, and was looked upon as something extraordinary at the time it was built.

This continued to be used as a place of public religious worship for many years, and till the Presbyterian church was built on Lot 20, 3rd Concession. The first wedding ceremony performed in Torbolton took place in this house, and was the marriage of John Smith, afterwards and for many years Reeve of Torbolton, with Jeannette Ferguson, a niece of Mrs. Buckham. Numbers of Torbolton's loving couples had previously entered the "holy bonds," but the ceremonies were performed elsewhere, there being no resident clergyman—nor is there now—within the Township.

What has been said above in regard to the first settlers, first house, &c., is not absolutely or literally correct, although true by application: reference being had to permanent settlement. There had been a settlement, however, on Lot 12, 6th Concession, long before any of the above-mentioned gentlemen ever saw Torbolton. One La Pottie, a French-Canadian, located there at a very early day, and erected a log house on the little point of land which juts out between Sand Bay and the body of the river. He hunted, fished, trapped, and kept a sort of frontier tavern and store combined; and was considerably patronized by raftsmen and others engaged in the lumber trade of the Upper Ottawa. He lived there many years, but he had gone to other parts when the settlements above referred to were formed in 1824; though his habitation still stood, and time has not yet quite erased all traces of its ruins.

Having briefly referred to the chief points of interest in the history of the Township, in a rather discursive way, we might sum the whole up in a very few words by saying that this, the most northerly in position and smallest in extent of any of the Townships of the County of Carleton, was settled but a fraction over a half century ago; that while its early development was slow, its history was replete with the usual incidents and accidents of toil and suffering, difficulties and dangers, joys and sorrows, which are the natural and certain accompaniments to all new settlements; that the courage, energy, perseverance, and indomitable spirit of the pioneers overcame these obstacles one by one, as the offspring of the Anglo-Saxon race have done before and since, and will ever continue to do; that a great impetus has of late been given to its development, which promises at no distant day to make it a very populous and exceedingly prosperous community; and finally, that as an integral part of an extensive and almost exclusively agricultural community—such as the County of Carleton is, and must continue for many years to be—it is, considering the various advantages of each independent section, a more desirable point for location than the average, and little inferior to the best.

## THE TOWNSHIP OF MARCH

Is of irregular form, and is bounded north-easterly by the Ottawa River and the Township of Nepean; south-easterly, by the Township of Goulbourn; south-westerly, by the Township of Huntley; and north-westerly, by the Township of Torbolton. It is laid out in concessions seven-eighths of a mile wide, running nearly north-west and south-east, or approximately parallel with that part of the River Ottawa which fronts it to the southward. Though it contains over seven concessions, but two of them are full, from end to end of the Township, viz., the 1st and 2nd; the others all being broken by the line of Nepean or the encroachment of the river. By actual admeasurement there are 27,993 acres of what is called land in the Township of March. Of this area some 10,600 are reported as "improved." The whole, however, was assessed in 1877 at only \$104,992, and in 1878 at \$103,240. It is beyond dispute the poorest Township in the County in point of the average of its soil, although there are some localities where the land is good, and there are quite a large number of really excellent farms. In places, however, one can travel for miles without ever putting foot upon a particle of soil, where scanty vegetation struggles forth from crevices of the rock, only to make the general aspect more desolate. This is particularly the case in that part of the Township lying between Constance Lake and the river, where thousands of acres are not considered worth paying taxes for, and a number of lots have actually been put up at tax sales, of late, without finding a bidder at any price.

It seems more than remarkable that land possessing such characteristics, even in the smallest degree, should have been selected for settlement at a time when hundreds of thousands of acres, now the finest on which the sun shines, were lying open to entry on the same terms. But, as we all know, the original settlers were men who had followed the profession of arms, and a fine landscape and good sporting grounds were the attributes they considered, more than the fertility or barrenness of the soil.

In regard to the early settlement of March, it is said that a previous military comrade, and subsequently Sir John Colborne, Governor of Upper Canada, in which Province he had served in a military capacity in 1812-15, influenced Col. Lloyd, and a number of other army and navy half-pay officers with whom he was personally intimate, to locate on the river front between the Township of Torbolton and the Point running into Nepean Bay, in preference to going to Richmond or Perth, where similar settlements had already been made. His advice but proved his ignorance of the capabilities of the section of his choice, or its comparative value with others; for had those pioneers of March, with the advantage they possessed of a first choice, and most liberal land-grants, selected some more fertile soil for their location, the toil which afterwards became necessary to secure a bare living might have gone far towards making them millionaires.

However, March was the spot selected, and the river front was all located during the summer and fall of 1819. The order in which the land was settled upon was as follows:—Captain Laudel occupied the extreme north-west corner, next to Torbolton. He was an officer of the Royal Marines.

Col. Lloyd, of the army, came next below him, and occupied Lots 26 and 25, now owned by Mrs. MacNab. He was afterwards promoted to be a Major-General, though he never was in regular service again, having lived and died in March, at an advanced age.

Captain Monk, also of the army, was next in order. His old homestead is still in the possession of Arthur Monk, and among his numerous descendants are some of the leading citizens of the community. A daughter is now the wife of R. Y. Green, for many years Reeve of



March, and one of the leading citizens of the community. A son, George William Monk, the present Township Clerk, is also M.P.P. for the County of Carleton. Another son, at present visiting the old homestead, is a major in the Imperial Army.

Next down the river from Captain Monk came Mr. Pinhey, an English merchant, who was attracted by the beautiful scenery of the locality. He settled and built on the lot now occupied by Hammett Pinhey, his son. He was a man of great enterprise, and as he possessed considerable means on his arrival, he spent a great deal of money in judiciously improving not only his own estate, but in benefitting the community at large. He built the first mills in the Township, immediately after his arrival—both grist and saw-mill remain as then erected. He also built, at his own expense, the first regular church in the Township. This was some years after his arrival. It still remains, a substantial stone building of commodious dimensions, and in no way different from a class of country churches considered fully up to the average. For his enterprise in adding to the comforts of the settlers, and the facilities of settlement, he received a large grant of land from the Imperial Government. He was a man high above the average in point of ability, energy, and enterprise; and possessed a combination of those intrinsic qualities which, united, make rulers among men. He succeeded Hon. Thomas McKay as Warden of the District of Dalhousie, was a member of the Legislative Council of Upper Canada, and a representative man of the Township of March, and of the whole District of which it formed a part, for very many years. His eldest son, Charles H. Pinhey, succeeded Mr. Baker, the present Postmaster of Ottawa, who was the first Clerk of the old District Council of Dalhousie. He is now senior partner of the law firm of Pinhey, Christie, & Hill, of Ottawa.

Proceeding down the river, we come, in succession, to Lieut. Thomas Reid, Captain Weatherly, and Captain Street, all of the Royal Navy; Mr. James Reid, and Mr. Daniel Beatty—the former a brother of Lieut. Reid above named; Captain Cox and Captain Stephens, both of the army. This brought us down to the "Point."

All of the above, with one or two exceptions, continued to reside in March, most of them dying there, and leaving descendants who now form a very numerous and influential portion of the population of the Township.

Capt. Weatherly seemed to have regretted his choice. He soon returned to England, and sold his March property to another Englishman named Didsbury, who brought out from the Mother Country a large amount of capital—partly in the shape of improved stock of all kinds, and tried the experiment of what is usually now called scientific farming. It was not a success, and Mr. Didsbury sold his property to Messrs. E. & W. H. Berry, who now own it.

Captain Street was perhaps the most celebrated man in some respects of all the early March pioneers. He had performed distinguished services while in the navy, and his son, John G. Street, who now owns and occupies the old homestead, still preserves, as a family relic, an official document under the corporate seal of the City (or "town," as it is called) of Liverpool, creating him a free "burgess" and tendering him the freedom of the City in recognition of "gallant and distinguished services." He is said to have been the oldest magistrate in this part of the country. At all events he was appointed to the commission of the Peace at a very early date, and for many years was the chief authority in all the surrounding country in all matters pertaining to magisterial functions, from advice and the friendly settlement of disputes between contentious habitants, to the joining together in the holy bonds the lovers and sweethearts not only of March, but of all the neighboring Townships along the Ottawa, on both North and South Shores.

It might be here mentioned, that when the above gentlemen settled the Township of March had not been surveyed. It thus happened that a number of them located on the wrong lots, and when the survey actually was made, in the month of June, 1820, it was found that some had even built houses on others' property. Everything, however, was satisfactorily arranged, and the best of good fellowship seems to have been a distinguishing characteristic of the settlement.

The amount of land which these settlers drew from Government was in the aggregate, and even individually, quite large. For instance, Col. Lloyd drew 1,600 acres, the navy captains drew 1,200, the navy lieutenants and army captains 800, and the army lieutenants 500 each. Sergeants drew 200, while privates and civilians drew but 100 each, unless for some special cause. Mr. Pinhey drew 1,000 acres in the first instance, which the English Government subsequently supplemented by another 1,000, in consideration of his services to the community in the way of developing the country. This land they were obliged to locate inland, except a certain length of river frontage, which was something in proportion to the entire amount drawn; and may be judged from the extent of the river boundary of March, and the number of above mentioned settlers who located upon it.

So far as we can learn, no permanent settler entered the Township of March as early as 1819, except those above mentioned. In 1820, however, a number more came in, some of whom still survive; though all who settled the year previous have long since passed away. The survivors referred to we might mention first.

John Armstrong, an Irishman by birth, and former sergeant in the Irish Constabulary, was one of them. After coming to Canada he lived a few years in Hull Township with Mr. Shirreff, subsequently of "The Chats," a man well and widely known. In the summer of 1820 he drew his land at Richmond, from Col. Burke, who was what we would now call the Land Commissioner, and settled upon it on the 20th September of that year. He still resides upon it—Lot 11, 3rd Concession. Though approaching his 90th year he is still a hale and hearty man. When he settled here, he could lift a barrel of pork or salt in and out of a sled or cart without difficulty. The lot he settled upon proved to be a very poor one, as the soil was all a vegetable deposit which burnt up in the process of clearing, and left spots of many acres in extent of nothing but bare rock. However, he prospered, and went on purchasing more land till he became quite well-to-do; and his sons—of whom he had quite a number—are all comfortably settled not far from him.

Jacob Graham settled in 1820 on Lot 7, 2nd Concession, and is still living there.

Frederick Richardson settled at the same time on Lot 3, Con. 2, where he still resides. He has a number of descendants throughout the Township, some of whom have come to the front in public municipal matters and held positions of trust in the management of Township affairs.

The three last-named are the only actual settlers of 1820 who are now alive, and consequently the oldest living settlers of the Township. This statement, however, is not literally correct; as Michael Gleason,

now living on Lot 8, 4th Concession, came the same year with two half-brothers, Thomas and George Morgan, who drew between them Lot 13, Concession 3. Thos. Morgan, however, was the only one who occupied the lot at that time, his brother George returning to Hull, where he worked at the carpenter's trade four years before finally settling upon it. He is still living there, though Thomas has since died. At this time Mr. Gleason was only a youth, and incompetent by reason of his age to draw land; and before he arrived at mature years the system of free grants was abandoned, and he purchased, in 1831, the good-will of one Dominick Burke to his present property, which was well selected, and is now a very fine farm, as regards position and quality of soil. Mr. Gleason is still a hale and hearty old man, bright, intelligent, full of Irish wit, and agreeably communicative. We found him digging potatoes and cursing potato-bugs, and appearances indicate that he may continue to do the former, at least, while the season off returns.

Captain Logan, a Quartermaster in the army, drew 500 acres in the 3rd Concession in 1820; and Captain Bradley, also of the army, drew 400 acres in the 2nd and 4th Concessions of March, 200 along the River Rideau, and 200 in Lower Canada. He located in March, however, and stopped for a few days with John Armstrong (who had been in just long enough to erect a shanty) till he built a shanty for himself on Lot 12, 3rd Concession. He subsequently purchased from Wm. Askins, of Huntley, a lot with a mill site upon it—giving in exchange Lot 9, 4th Concession, and £40 sterling in money—and removed to that Township.

John Boucher, whose son now keeps a hotel at South March—the only one in the Township, and, by the way, a very creditable one—was also a settler of 1820, on Lot 4, 4th Concession.

Dennis Killeen and George Hedge were pensioners, and amongst the very earliest settlers. The former was servant to Captain Monk, coming with him in 1819, and settled on the south-east half of John Armstrong's lot, where the Village of South March now stands.

On the other side of the road, in the same Concession, John Lewis settled in 1820, drawing half of the lot (10 in 3rd), and purchasing the other half some years later from Captain Monk for one hundred dollars.

John Wall, an ex-soldier of the 37th British Infantry of the Line, settled in 1820 on half of Lot 15, Concession 1, and his father occupied the other half of the lot. They subsequently sold out and went to either Australia or New Zealand.

George Clarke, an Irishman, who emigrated to Montreal in 1819, settled the next year on Lot 1, Concession 2. He died long since at a ripe age.

The above list includes the only settlers in any part of the Township till subsequent to the year 1820.

Among those who came in in 1821 were Enoch Scharf, who settled on Lot 1, Concession 3; Beacham Scharf, his brother, who settled on the other half of the same lot; and Wm. English, who occupied Lot 3, same range.

John Jones, who settled in 1822 on Lot 7, 3rd Concession (north-west part), sold some years afterwards to Mr. Gow, who still lives on the place, and emigrated to the West. After this the settlement progressed slowly, but still steadily; but the above include most all the first two years' settlers (1819 and 1820), and the greater part of those who "drew" land in that Township, as the free-grant system was abolished after it had been in operation about four years; and those following the above-named pioneers may be said to have come at so comparatively a recent date as to make time, name, and location matters of comparatively little interest in a strictly historical point of view.

As we previously remarked, a great deal of the Township of March is to such a degree composed of rock as to be for all time utterly useless for anything. We have also intimated that even of that portion located and cleared, much of it covers a section where rock predominates. This was particularly the case with most of the early settlers. They chose the high dry land. It was covered for the most part with a fine growth of forest which would seem to indicate the productiveness of the soil. But when it came to be burned over, it was found that the vegetable mould—the accumulation, probably, of centuries of deposit of the yearly decaying vegetable growth—was as combustible as dry turf, and the fire left only rock, where the settlers supposed they possessed valuable and fertile land. This was, however, not everywhere the case; and a considerable area of the Township is comprised of as fertile soil, and as productive, as is to be found in latitudes of corresponding climate. At the time of the first settlement, and for many years later, this continued to be useless, as it was almost entirely comprised within the "flats" of the different sections; and the natural impediments to drainage caused by falling trees and limbs and sundry vegetable deposits choking up the original waterways, lands such as these were no better than dismal swamps the year round, or only dry for a short period during the hot season. The progress of settlement, and consequent drainage, had their natural effect, and the dismal swamps of fifty years ago have given place to the finest farms in the Township, and some few of them are probably beyond the average of excellence, even in the more favored localities of the Western Peninsula. These results have not been accomplished without an amount of toil, difficulty, privation, and hardship which to us of the present day seem almost impossible; requiring the utmost self-denial, the most rigid economy, indomitable energy, and unconquerable persistency to overcome. The howling of the wolf continually made night hideous, while the light of day did not protect the lone pioneer from his attacks if he ventured far from his clearing. Bears robbed the pig-pen (when there was one to rob), and then knocked—or rather pawed—nightly at the rude cabin door of the settler for admission to his scanty store of provision.

Then another difficulty was the ravages of squirrels and chipmunks. These worked among the crops; and while the good-man was away in Hull, earning a sack of flour (which he carried home on his back all the way through the forest, crossing streams and swamps on fallen trees partially sunken beneath the slimy water filled with reptiles), his good-wife at home divided the days between fighting chipmunks, gathering bass-wood sprouts, or "browse," for greens (on which they were obliged to live for days and sometimes weeks together), and hunting berries, which were oftener hunted than found; while the nights were spent in listening to the discordant yelping of vast packs of gaunt and hungry wolves; with a variety occasionally added by getting lost in the forest and spending the night in a tree.

The terms under which the Government granted the lands seem to us of the present day to be extremely liberal. The quantity granted to each, according to his rank, has been already mentioned. The only condition was that it should be settled upon. There were no provisions—as there now are in the free-grant districts—as to any particular amount to be cleared, or any particular style of a house to be built.

And, moreover, each settler obtained, free of charge, a "kit" of tools, &c., designed as a "setting-out" in his forest home. This "kit" consisted of:—1 bed-tick, 1 blanket, 1 axe, 1 hand-saw, 1 broad-axe, 1 drawing-knife, 1 spade, 1 shovel, 1 pickaxe, 1 scythe, 2 scythe-stones, 1 camp-kettle, 1 pair hinges, 1 lock and key, 12 lbs. nails, 1 lb. putty, 12 panes glass; and for each "squad" of five men (in addition to the above), 1 grindstone, 1 cross-cut saw, 1 whip-saw, and a half-dozen files. Further than this, each ex-soldier received one year's rations free.

If any one wished to leave his location temporarily, and go elsewhere for the sake of earning supplies, he was obliged to get permission from Col. Burke, at Richmond, in order to save the claim being forfeited, and located by some one else. This course became from time to time necessary with nearly every one of the first settlers, except such few as had means of their own; and even some of the half-pay officers, who had no other income, suffered with them even more severely at times than did the poorest of the settlers, from the fact that their social characteristics and previous mode of life rendered them less able to endure the same amount of privation, and less willing to adopt the necessary means of guarding against them.

The first pig, the first cow, and even the first sack of flour, were earned by most of the pioneers (who were generally very poor when they came) by going away from home to work, usually to Hull, which at that time had grown to be a large and prosperous settlement. Any one who in those days possessed a pig was counted pretty well off; the owner of a cow was rich; while if any man succeeded in getting a pair of "two-year-olds," he was looked upon as an "aristocrat." Cows were cheap—such as they were—a fair French-Canadian native animal being procured for from \$8 to \$10; but where the great value of them came in was in getting hold of those \$8 or \$10 to purchase her with. Pork and flour, on the other hand, were very high, both being procured from Montreal, whence the former was obtained mostly from Cincinnati, Ohio, and the latter chiefly from Rochester and New York, which places had already become great centres of those respective branches of trade which have since given them leading positions in the world's great cities of commerce. Though \$20 per acre was freely paid by those who had the means for clearing land, provisions were so high as to make it a bare hand-to-mouth undertaking on the part of any who took such work at those figures; and this state of things continued, of course, till the clearings broadened to such an extent that the production overtook the consumption. When this did take place, the inhabitants of March possessed advantages in the proximity of Mr. Pinhey's mills which many of those in other parts of the County could not realize. Mr. Pinhey, in fact, of all the men who ever lived in March, was the most progressive, and accomplished more towards the real improvement of the condition of all within the community of which he was one of the chief citizens than any other man within the bounds of the entire County of Carleton.

Among the matters of chiefest interest in connection with the history or present condition of any country or locality is its churches and schools, the growth and prosperity of which are a sure indication of the intelligence, refinement, and well-being of the community of which they are an adjunct. The rise and progress of Religious and Educational Institutions have been already glanced at in the general history of the County—in which the condition of these institutions from time to time was of course a blending of the conditions throughout its various local sections, to the average of which the Township of March formed no exception.

At first, and for a long time, there were no schools whatever. In fact, among most of the settlers there was no necessity for them, as, with the exception of the families of some of those who settled along the front, there were no children of school age for a number of years. But even when the necessity did arise, it continued to exist, as the settlers were too scattered, or too poor, or both combined, to supply the want. The first building put up for school purposes was erected by John G. Street, son of Capt. Street, at his own expense. It still stands—a square, hewed-log, cottage-roofed little building—on Mr. Street's broken front, Lot 19, on the 7th Concession line. For the first two years Mr. Street paid a teacher himself; the third year a number of his neighbors assisted. This was many years after the settlement had assumed quite large proportions, and at a comparatively recent date. Previous to that, those living along the front were obliged to send their children to Montreal, Quebec, &c., for their education.

The first building erected as a public school was that upon the lot of John Armstrong (14 in 3rd), one half-mile north-west of South March. It is still occupied as such. Mr. Younghusband, now superannuated, was the first public school teacher. He has a number of children and grandchildren living in March and Torbolton, all well-to-do. He himself still lives among them, a hale and hearty old Irish gentleman—as were most of the pioneers of education in this part of the country. The Township is now sufficiently supplied with reasonably comfortable and commodious school-houses—though most of them are of log—having sufficient grounds, etc., attached, and well calculated to answer the growing requirements of the school population.

The first church, as we have previously stated, erected for that purpose, was built by Hon. Hammett Pinhey, on Lot 23, 7th Concession, on the river shore—the situation being a delightful one as to locality and surroundings. There was a building used specially as a church before this, however. It was erected by Capt. Weatherly—supposing it to be on Lot 20—for his dwelling. When the survey was made, however, it was found it was on Lot 19, belonging to Capt. Street; and as he already had a house of his own, he converted it into a temporary church, which service it continued to be devoted to till Mr. Pinhey erected the present stone structure. The Rev. Amos Ainslie, of the Episcopal Church was the first preacher, and ministered to his flock regularly there, and subsequently at the stone church, for many years.

There are but four churches in the Township: another Episcopal, on Lot 10, 4th Concession, the land for which (10 acres, in a beautiful situation) was presented by John Armstrong and Mr. Riddell; a Catholic church on fourth line, one and a-half miles north of South March; and a Methodist, on the same line, a half mile further.

When a century, or even half of that time, has rolled away from the early settlements of any locality, the first acts of its inhabitants come to be of interest. With such a view, and in such connection, it is worth mentioning that Patrick Killeen was the first child born in the Township of March. His father was Dennis Killeen, previously referred to, and his mother had also been a servant, with her husband, in the household of Capt. Monk, before he located land on his own account at the present site of South March. His birth occurred in the month of



April, 1820. The second born in the Township was Benning Monk, son of Capt. Monk, now a lawyer in Ottawa.

The first death was of a little girl of two or three years of age, a daughter of Thomas Morgan, above-mentioned. While trying to climb a log fence, the top log rolled off, and falling on her head, instantly killed her. It is unnecessary to add that the sad event cast a solemn gloom over the new settlement, which it took a long time to dispel.

There are but two Post-offices in the Township, though no complaint is heard among the people of lack of mail facilities. There seems to be a patriotism, as it were, among the people which inclines them to call everything by the name of March. The Township is March; one Post-office is South March, the other is North March; the only semblance to a Village is March Corners; and we presume when the requirements of the people demand the establishment of other Post-offices, they will be named East March, West March, etc., *ad libitum*.

The idea is a good one, no doubt, and prompts us to enquire why the Township which possesses such a euphonious and pleasing name was thus called. It is said to have received it at a dinner party given to a few prominent gentlemen of the vicinity of Richmond, by the Duke of Richmond, who spent one day there, at Sergt. Hill's public house. The one from whom it was named was an English nobleman—a nephew of the Duke, the Earl of March—and it was done more in compliment to the Duke than the Earl himself; and from the fact that it occurred the day preceding the Duke's death from hydrophobia, it is perhaps a matter of deeper historical interest than under ordinary circumstances it would have been.

But we commenced to say that South March Post-office is situated at the Village of "March Corners," 14 miles from Ottawa, to and from which place there is a daily mail. It is at the junction of six different roads, two of which are the Ottawa and Arnprior, and the main Torbolton Roads. It is some two miles south-east of the centre of the Township, very conveniently located, and the centre of by far the best agricultural section in the Township, and as good as any in the County. Besides the Post-office, the Village contains two general stores, a blacksmith and wagon shop, and a very good country hotel; and for the benefit of travellers we might remark that a square meal, a good bed, polite attention, and reasonable prices, combine to form the bill-of-fare at what is, by the way, the only hotel in the Township. The location, too, is pleasant in the extreme. Situated some two miles from the south shore of the Ottawa, which here widens into Nepean Bay, and on ground gently rising from the river, the Town of Aylmer at the foot of the Laurentian Hills on the north shore forms a beautiful view, which is heightened still more by the grand and imposing masses of masonry crowning Parliament Hill, plainly visible in the distance, and just around the point of the opposite shore, formed by the northerly bend of the magnificent stream, and varied by the glittering spires rising above all parts of the City of Ottawa. It is in fact one of the many very beautiful scenes which mark the Ottawa Valley, and particularly the neighborhood of Ottawa City, as a just rival of the far-famed Hudson, and the Valley of the Lehigh, the "Switzerland of America."

We nearly omitted mentioning that David McMurtry, who also keeps store, fills the duties of Postmaster. The office was established a great many years ago, with a Mr. Goodman, one of the oldest settlers in the vicinity, as the first Postmaster.

A short distance north of the Village is the Town Hall—a nice, commodious, brick structure, recently built at a cost of \$1,000, a part of the money received by the Township from the Municipal Loan Fund distribution, another \$1,000 of which was expended on the improvement of roads, while the municipality still have a balance of several hundred dollars on hand; the total received being \$2,694, besides accrued interest.

The other Post-office referred to is situated on Lot 20, River Front. It is kept by Mr. W. H. Berry, and has a tri-weekly mail. Mr. Berry also owns and carries on the only brewery in the County, except Mr. Rochester's, at Rochesterville. It is not a very large establishment, but very complete in all its details. Its capacity is registered at the Inland Revenue Department as 4,000 gallons per month, and it is kept running full. Mr. Berry previously did his own malting, but now purchases the article already malted. There is a dock at the brewery, and all up and down-river boats call daily. There is no telegraph office in the township.

The streams are all unimportant—insignificant, in fact. With the exception of about three miles of the Carp, which runs north-westerly across the southern corner of the Township, and the Constance, which drains the Lake of the same name, what few streams there are dry up in the summer months. The little stream upon which Mr. Pinhey's mill is built used to run dry even during the time of the earlier settlements, so that those going to his mill from distant parts were sometimes delayed for several days by shortage of water before being able to return with their grists. Latterly it is even more so, in proportion as that section which it drained has become cleared or burnt over.

The above-named lake (Constance) is in the centre of the northern part of the Township. It is of an irregular oval shape, nearly two miles long, nearly three-quarters broad, and contains a superficial area of 380 acres.

The name, though spelled "Constance," is pronounced *Constan*. It is popularly supposed to have been named by Mr. Pinhey in honor of his daughter Constance, but this is a mistake. It originally took its appellation from the Indian chief Constaw, who dwelt upon its banks both previous and some years subsequent to the first settlement of March. The encroachments of a superior race made him restive under their supremacy, and he moved farther back towards the receding haunts of the aborigines, and subsequently gave the name of Constaw's Creek to another stream on which he settled. This stream empties into the Ottawa from the Ontario side, immediately above a place known as Shamrock. Chief Constaw was quite a character in his own way, who was known far and wide by all the early settlers of the District, and is yet fresh in the memory of many of the present inhabitants of the Township of March.

This Township preserves the earliest records of its municipal existence, which, with the lapse of time and changes of municipal systems, have now become interesting relics of history, connecting the past with the present; and this interest will increase as years glide down the scale of time. As the records are well worth perusal, we give those of the first "Town Meeting" entire, as well as the authority by which the organization was effected.

"Township of March, District of Johnstown, 20th August, 1822.

"At a special sessions held at the *Erskine Arms*, in the said Township, pursuant to notice:

"The order of the May General Quarter Sessions of the Peace,

forming the Townships of March and Huntley into a Division for the purpose of holding Courts of Requests, was taken into consideration;

"When it was Resolved—

"That the Courts, until further notice, will be held at the *Erskine Arms*, in the said Township of March.

"J. B. MONK, J.P.

"J. D. WEATHERLEY, J.P.

"W. B. BRADLEY, J.P."

"Township of March, District of Johnstown.

"At a meeting of the inhabitant householders of the said Township, held at the *Erskine Arms*, the 6th day of January, 1823, by order of William B. Bradley and James Dent Weatherley, Esquires, two of His Majesty's Justices of the Peace for the said District, the under-mentioned persons were appointed to the following offices, viz.:—

"Town Clerk, Henry Edwards; Assessors, Robert Innes, Edward Loggan, Jr.; Collector, G. R. Landell; Overseers of Highways, Lieut. Grierson, Thomas Morgan, John Shouldice, Thomas Wiggins; Pound-keepers, Daniel Beattie, Jacob Grimes (Graham?); Wardens, Hamnett Pinhey, James Reid.

"At the said Town meeting, held on the 6th January, 1823, the following Resolutions were entered into:—

"Resolved,—That no breachy cattle shall be allowed to go at large.

"Resolved,—That any cattle who shall twice have broken through or over a lawful fence, shall be deemed breachy.

"Resolved,—All pigs shall be kept within the boundary fences of their owners from the 1st day of May till the 15th day of October next ensuing.

"HENRY EDWARDS,

"Town Clerk."

These "Resolves" were apparently only a matter of form, as we find that a "lawful fence" is not defined till the Town Meeting of 1830, seven years later, each successive meeting between those dates having simply appointed Town officers, and "Resolved, That the regulations respecting fences shall continue as before." In 1830 the "inhabitant householders" bethought themselves of defining a legal fence as "five feet high, and to be of sound logs or rails."

On the organization of the Township (1823), the first census was taken. The total population then consisted of 207 persons, of whom 109 were males and 98 females. There were 63 males and 44 females over 12 years of age; and 46 males and 54 females under 12 years. The whole comprised 49 families, the heads of whom were as follows:—Joseph Smith, Robert Kilduff, Thos. Wiggins, Thos. Acres, Jas. Armstrong, Joseph Milford, in 1st Concession; Geo. Clarke, M. Rolf, Joseph Simpson, Sarah Caddy, Fredk. Richardson, Jacob Grimes (*sic*), in 2nd Concession; Eniff Scarff, Thos. Bond, B. Scarff, W. English, Ed. Loggan, John Jones, R. Hazlewood, D. Killeen, J. Armstrong, W. B. Bradley, Thos. Morgan, Geo. Morgan, John Gairford, J. Grierson, G. A. Stephens, — Somerville, in 3rd Concession; Wm. Hall, John Cook, W. M. Pomeroy, Jno. Hadley, Henry Edwards, Joseph Arkless, in 4th Concession; Peter Owens, Nicholas Shouldice, John Shouldice in 5th Concession; Dr. Christie, H. P. Cox, D. Beattie, Robert Stephens, in 6th Concession; James Reid, Benj. Street, J. D. Weatherley, Thomas Reid, H. Pinhey, J. B. Monk, in 7th Concession; and A. Lloyd, G. R. Landell, in 8th Concession; all in order successively as named, from the south-east side of the Township.

From the date of organization till the change in the municipal system in 1836 (by which Township affairs were put in charge of "Township Commissioners," annually elected), the Justices presiding at the yearly Town meetings (so far as specified) were as follows—those for 1823 being given above:—1824, James D. Weatherley and Robt. Stephens; 1825 to 1828, inclusive, "the Magistrates of the District," not named; 1829, J. D. Weatherley and W. B. Bradley; 1830, J. B. Monk and W. B. Bradley; 1831, the Town officers are noted as having been appointed "by the General Quarter Sessions at Perth" (which had been a seat of Quarter Sessions, in their regular turn, since 1824, when the District of Bathurst was set off from Johnstown); 1832, Robt. Stephens and J. B. Monk were the Magistrates, and the meeting was held at the house of John Hedley.

The records of 1833-35, inclusive, have been lost. Those of 1836 describe proceedings of general local interest, and we copy the minutes entire. The third Resolution will explain the reason of the Town officers being appointed as above in 1831.

"Township of March, District of Bathurst.

"Town meeting, Monday, 4th January, 1836, pursuant to public notice.

"The late Town Clerk, re-elected, begged to decline the honor.

"John Younghusband was unanimously elected Town Clerk.

"Unanimously resolved,—That the thanks of the inhabitants are due to Mr. Henry Edwards, late Town Clerk; that they are sensible of the value of his long and diligent services; and that a copy of this resolution be presented to that gentleman, in a silver box.

"Unanimously resolved,—That Daniel Beatty, Thomas Morgan, and Elias Wiggins be the three Commissioners for this Township.

"Unanimously resolved,—That whereas assessment rates are levied for the maintenance of local Courts of Judicature, the administration of which, within our District, is limited to Perth, excluding us, by reason of the distance, from all its benefits, and inflicting upon us all its evils—since voluntarily we cannot attend, and a compulsory attendance is in most cases an oppression under which we have too long labored; we therefore deem it, conjointly with the Commissioners, unnecessary to nominate either Assessor or Collector.

"Unanimously resolved,—That whereas the Legislature has been petitioned to divide the District of Bathurst, it is expedient that our Representatives oppose, and that they be requested to oppose, any Bill that may have for its object the dismemberment of the County of Carleton; and that the Legislature be petitioned to enact that District rates be abolished; the payment of Members' wages made optional with the electors; County Courts established throughout the Province, and the expense attending the establishment and maintenance thereof to be defrayed out of the Provincial revenue, whereby Upper Canada may be relieved from all direct arbitrary taxation.

"Unanimously resolved,—That whereas a balance remains in the hands of the Treasurer of the Agricultural Society, it is (in the opinion of this meeting) desirable that the amount be forthwith divided, share and share alike, between such several Townships in which not less than six members reside; and that the Treasurer be requested to pay such sums to the respective Town Clerks, to be by them appropriated as the Commissioners shall deem most advantageous to their fellow-townsmen, in improving their breed of stock, or otherwise,

"Resolved,—That all further matters and things be referred to the discretion of the Commissioners, and that three cheers be given for March and the Constitution.

"JOHN YOUNGHUSBAND,  
"Town Clerk."

The Commissioners, in the exercise of the discretion allowed them, and for some cause not explained, ate the leek over the third above Resolution, by calling a special meeting on the 30th of the same month for the purpose of appointing an Assessor. John Jones was the man, and it was ordered that "the oath of office be administered forthwith by the Town Clerk."

Coming down later, we find the Township Commissioners as follows for the several years subsequent to the above:—

1837.—Wm. B. Bradley, Chairman; Thos. Morgan, Daniel Beatty, and George Clark.

1838.—George Clark, Chairman; the same Commissioners were elected.

1839.—There seems to have been a return to the old system this year, as we see the old-fashioned Town meeting was "held at the school-house, 3rd Concession, by order of J. B. Monk, Wm. B. Bradley, and Edward Loggan, Esquires, three of Her Majesty's Justices of the Peace," &c., and that among the officers elected there were no Commissioners, but that George Clark and Thomas Morgan were elected Town Wardens. Hamnett Pinhey presided at the meeting, as he also did in

1840.—When Benjamin Street, Thomas Morgan, and Thomas Christie were the Town Wardens elected.

1841.—Benjamin Street and Thomas Christie, Town Wardens.

1842 was the first year the Township sent a District Councillor to represent it—the first year of the new District of Dalhousie. Hamnett Pinhey was elected to the position, and Benj. Street and Wm. Adams were elected Town Wardens.

Subsequent to this no Town Wardens were elected. Mr. Pinhey continued to be returned as District Councillor till the operation of the Municipal Act in 1850. George Morgan succeeded John Younghusband as Clerk in 1843, and continued in the office till 1868, a period of 25 years, when he was succeeded in turn by the present incumbent, G. W. Monk, M.P.P.

In 1850, the first year of the operation of the Municipal Act, all the Councillors were elected by acclamation, the meeting being held at the school-house on the 3rd Concession, and called (irregularly) by order of H. Pinhey and W. B. Bradley, Esqs., the former acting as Chairman, when the following were elected:—H. Pinhey, Reeve; F. W. Richardson, John G. Street, Thos. Morgan, Wm. Erskine, Councillors. The other Municipal officers for that year were as follows:—George Morgan, Clerk; Albert Hopper and George Morgan, Jr., Auditors; William Ferdinand, and Gardner Richardson (three brothers), Assessors; John Armstrong, Collector; and Owen Riddle, Poundkeeper.

Mr. Pinhey continued to act as Reeve till 1855, inclusive, and in 1856 was succeeded by R. Y. Greene, who held the position till 1864, when he gave place to W. H. Berry, who retained the office four years, when Mr. Greene was again returned, and re-elected in 1869 and 1870; and in 1871 W. F. Richardson was chosen Reeve, continuing to occupy the office four years, being replaced by Mr. Greene, who again resumed the position in 1876, and retains it still.

The following is a complete list of the Municipal officers for the current year (1878):—R. Y. Greene, Reeve; Samuel Scissons, W. H. Berry, Wm. Kennedy, Geo. Acres, Councillors; Geo. W. Monk, M.P.P., Clerk; Wm. Richardson, Treasurer; Richard Richardson, Assessor; George H. Morgan, Collector; James Armstrong, John Younghusband, Auditors.

## BIOGRAPHICAL SKETCHES.

CHRISTOPHER ARMSTRONG.—Deceased, late Judge of the County Court of the County of Carleton, was the eldest son of Robert Armstrong of Manor-Hamilton, in the County of Leitrim, Ireland, where he was born on the 20th August, 1801.

He was educated at a private school in his native Town, where he acquired a good knowledge of English and the Classics—especially Latin—a taste for the cultivation of which he retained through life.

His father was a gentleman in easy circumstances, but the close of the Anglo-American and European wars in 1815, which settled the fate of France and produced so many reverses of fortune, had its effect on him; and having a large family of sons, he determined to emigrate to the New World. Accordingly, in the year 1819 he came to Canada; and having obtained a grant of one thousand acres of land in the County of Simcoe, the family began life in the backwoods of America. In the year 1829, after ten years of "roughing it in the bush," Christopher, whose tastes and education fitted him for a learned profession, went to Toronto, and began the study of law in the office of Baldwin & Sullivan—the senior partner being the Hon. Robert Baldwin, afterwards so celebrated in Canadian politics. He completed his studies with Mr. James Samson, of Belleville; was called to the Bar in 1834; and after practising for some time in that Town, removed to Kingston, and forming a partnership with the Hon. John S. Cartwright, he continued to practise for a number of years with exceptionally brilliant success.

In January, 1842, he was appointed Judge of the Bathurst District; and in May of the same year he was called to preside as Judge of the District and Surrogate Courts of the new District of Dalhousie, which in the year 1850 became the County of Carleton. He at once took up his residence in the County, and continued to discharge the duties of his office until within a few weeks of his death.

During a useful and busy life extending over nearly three quarters of a century, Judge Armstrong was from his earliest manhood most warmly interested in everything which tended to promote the interests of the country at large. He took an especial interest in the success and well-being of his countrymen in Canada; but his broad principles of charity, and affectionate sympathy for humanity in every form, knew neither creed nor country, where the necessities of his fellow-man appealed to his compassion.

He was at one time President of the St. Patrick's Society of Ottawa, and was one of the chief promoters of the County of Carleton General Protestant Hospital; and in his death—which took place on the 4th September, 1874, of valvular enlargement of the heart, at his residence, Richmond Lodge, Nepean, near Ottawa, a few days after he had completed his 73rd year—the Bench lost one of its brightest ornaments, the country one of its best citizens, and the people of Ottawa a friend whose place will not readily be filled, and whose memory will be ever fondly cherished.



**JUDGE ROSS.**—William And. Ross, Senior Judge of the County of Carleton, is the fourth son of the late Donald Ross, of Ardross, Rosskeen, Ross-shire, Scotland, where he was born in 1815, and where he received his primary education, which he completed at the University of Queen's College, Kingston, graduating with the degree of B. A., in 1855.

Like many of our eminent men, Judge Ross spent part of his life in teaching school—the scenes of his labors being in Ottawa and the rural districts of the County of Carleton. He was one of the oldest regular teachers in the Township of Torbolton, and was subsequently principal of the old Bytown Grammar School. He married here the daughter of the late Rev. Wm. Durie, and studied for the ministry for some years; but abandoning that intention, turned his energies in the direction of law. He was called to the Bar of Ontario, Trinity Term, 1859; and to the Bar of Quebec in 1868.

He was for many years the law partner of the Hon. R. W. Scott, Q. C., of Ottawa—acquiring such a reputation for sterling honesty and superior legal acumen, that upon the death of Judge Armstrong, the Senior Judge of the County, in 1874, Judge Ross was at once chosen to fill the vacancy, by commission bearing date Sept. 22nd of the same year.

**JUDGE LYON.**—Robert Lyon, the Junior Judge of the County Court of the County of Carleton, is the youngest son but one of a family of eight sons and seven daughters of the late Col. Lyon, who was formally a Captain of the old 100th Regiment in the British Army. After the termination of the Anglo-American War of 1812-15 the 100th Regiment was consolidated with the 99th, the newly-formed Regiment taking the latter number, but being subsequently also disbanded. Capt. Lyon was among the officers who retired from the service at that time, and took a part in forming the military settlement at Richmond—the first in the County of Carleton—from which time until his death he was one of the leading men of the community in all matters pertaining to public and municipal and political affairs.

A number of his family attained to distinguished positions in municipal and provincial politics and the learned professions. His second son was the first Reeve of the Village of Richmond, under the operation of the "Baldwin Act," which came into force in 1850.

G. B. Lyon, the eldest of the family—who afterwards assumed the name of Fellowes—occupied for a great length of time a leading position at the Bar, and was a member of Parliament for the County of Russell for many years. He was also Mayor of the City of Ottawa, a position which he held at the time of his death.

Robert Lyon, the present Judge, studied law for four years in the office of his brother, Lyon-Fellowes, after which he entered the office of Crawford & Hagarty, of Toronto. (The former was the late Lieutenant-Governor of the Province of Ontario, and the latter is the present Chief Justice of the Court of Common Pleas.) He was admitted as an Attorney in 1851, and called to the Bar in 1853; but on account of private business occupying his entire attention, he did not commence practice till 1856; since which time—and up to the date of appointment to his present position, in November, 1873—he continued, in the City of Ottawa, a law business conducted with reputed ability, and attended by merited success.

He has always evinced a most lively interest in public and municipal affairs, and his talents in that direction have been repeatedly recognized, and rewarded by the confidence of his fellow-citizens, by whom he was returned as City Alderman for a number of successive terms, and elected to the highest civic honor in the gift of the people—Mayor of Ottawa City—in 1867. He was also elected in the Conservative interest to represent the County of Carleton in the first Parliament of the Province of Ontario subsequent to Confederation.

The military and patriotic spirit of the father also distinguishes the son. At the time of the threatened trouble of the "Trent affair," he raised an independent company of volunteers for active service, and was appointed to the Captaincy, which he resigned on finding that their services were not required.

Judge Lyon is a most highly-respected member of society—a careful and impartial judicial officer, and an ornament to the Bench.

**GEORGE W. MONK, M.P.P.** for the County of Carleton, is a resident of the Township of March. The Monk family are closely allied to the Forrests and Lowthers, two very celebrated names in English history. Admiral Arthur Forrest, born in Jamaica in 1702, was one of the most distinguished naval commanders who ever trod the quarter-deck of a British man-of-war; while the English annals are filled with the name of Lowther among the country's celebrated men, and the genealogy and distinguished services of the family date back to the days preceding the Norman Conquest.

Mr. Monk is a lineal descendant of George Monk, born 6th December, 1608, who was Commander-in-Chief of the English forces in the Kingdom of Scotland, and was the most considerable instrument of the restoration of Charles II. to that throne; in reward for which he was created by that Monarch Baron Monk of Potheridge, Beauchamp, and Tyes, Earl of Torrington, and Duke of Albemarle, which titles became extinct upon the death of Christopher second Duke of Albemarle, his son, in 1687. Mr. Monk is the youngest of a family of ten children of John Benning Monk, Captain in H. M. 97th Regt. of the line—grandson of Hon. G. W. Monk, originally a midshipman under Admiral Boscawen, who afterwards entered the army, and became Major of the Royal Fusiliers, but, retiring, studied law, and subsequently attained to the Bench of Nova Scotia. He had also a grand-uncle, Sir James Monk, who was Attorney-General of Nova Scotia.

Mr. Monk, who was born in March Sept. 10th, 1838, was educated at Potsdam, N. Y., and is by occupation a farmer, although he does a very extensive Insurance and Loan business, being connected with a number of the best Canadian Companies in each of the above lines.

Though he has served the Township as Clerk for some dozen years, he never entered public life till the general election of 1871. He was subsequently unseated on petition, but re-elected in 1872, and returned by acclamation at the general election of 1875, as a supporter of the Conservative party, of whose political principles he has always been a firm and consistent advocate, though never a partisan.

He was for several years Deputy Grand Master of the Grand Black Chapter of British America; and is now Deputy Grand Master (Honorary) of the Grand Black Chapter of Ireland.

He is married to Emily Blanche, daughter of Col. Dyer, of Montreal, an ex-Captain of the Regular Army, who commanded a Regiment of Volunteers during the Rebellion; and they have a family of two sons and five daughters.

**JOHN HOLMES, ex-M.P.** for the County of Carleton, was born in Longford, Ireland, in 1830, and emigrated with his father's family to Huntley in 1846. He studied engineering, and followed surveying

during his early life. He early developed a taste for public affairs, and from beginning with a subordinate seat at the Council Board, he gradually rose, being successively Deputy Reeve, Reeve, and Warden, till he was finally returned to the Commons during the first Parliament subsequent to Confederation. A comparatively affluent position, attained by energy and ability, was exchanged for pecuniary misfortunes, resulting from his great liberality in connection with public life, and at the next general election he was beaten by John Rochester (the present member)—whom he had previously defeated—by a small majority, and, as his friends all claim—which is as firmly denied by the other side—by the free use of money. He was of a family of two sons and three daughters. The other son went to Australia when a young man, and later to New Zealand, where he lately died, leaving his surviving brother an immense property, which he had accumulated by fortunate transactions in engineering and speculating; and Mr. Holmes lately left Canada for New Zealand to take possession of the estates awaiting him.

Mr. Holmes is a man of superior intelligence, exceptional liberality, and progressive ideas, and respected by his political adherents and opponents alike, as a true gentleman and the warmest of personal friends.

**ROBERT LEES, Q.C.**, of Wildwood, Nepean, near Ottawa, was born in Dalkeith, Scotland; but his father emigrated with his family to Canada in 1817, when Robert was very young; and in 1819 became one of the pioneer settlers in what is now the County of Lanark, near the Town of Perth.

Though born in Scotland, and proud—as what Scotsman is not?—of his nativity, Mr. Lees was educated and brought up entirely in Canada, and is a thorough Canadian in patriotism and sentiment, and everything but birth. He received his legal training under the late T. M. Radenhurst, then a distinguished member of the Canadian Bar, at Perth, and one of the oldest Parliamentary representatives of the old Bathurst District. He was admitted as an Attorney in 1847, and called to the Bar in 1848; and having located in Bytown, at once commenced a law practice which he has ever since continued with marked ability.

When yet a very young lawyer, in 1849, he brought himself into prominence and popular notice by his very able and successful defence of a number of parties accused of riot and murder, in connection with what have since been known as the "17th September Riots," resulting from a public meeting called for the purpose of inviting Lord Elgin, the new Governor-General, to visit Bytown.

Although possessing a law practice which requires his whole attention, yet his services as a citizen to his fellow-citizens have been frequently sought by them, he having represented St. George's Ward as Alderman at different times, and, as such, being one of the Prince of Wales' Reception Committee when H. R. H. visited Ottawa and laid the corner-stone of the Parliament Buildings, in September, 1861.

On the resignation of F. C. Powell as Clerk of the Peace, in 1857, Mr. Lees was appointed in his stead. This was an appointment made subsequent to the passage of what is known as the County Attorney's Act, and Mr. Lees is therefore the oldest County Crown Attorney in the Province of Ontario. He still holds the position of Clerk of the Peace and County Crown Attorney of the County of Carleton—besides being senior partner in the law firm of Lees & Gemmell, a Bench of the Law Society of Osgoode Hall, and a Queen's Counsel.

**THOMAS CLARK**, Warden of the County of Carleton, is a resident of the Township of Nepean. He is a Scotchman by birth, and the son of John and Ellen Clark (maiden name Oliver), who emigrated to Canada in 1841, from the Village of Cessford, in the Parish of Eckford, Roxburghshire, Scotland, where Thomas was born, the ninth of a family of three sons and eight daughters.

Mr. Clark, who was but thirteen years of age when his parents settled in the County of Carleton, has always been engaged in agricultural pursuits, and with a degree of success which is the reward of energy, industry, and integrity combined. He now owns and cultivates over 400 acres of land in the best part of the Township of Nepean, and in a manner to call forth the highest approval of the admirer of scientific husbandry. In the finest strains of thoroughbred stock Mr. Clark particularly excels, and in this branch of farming undoubtedly carries off the palm from all competitors in this section of the Dominion. He exhibited no less than 14 prize-takers at the Provincial Exhibition held in Ottawa in 1875, in short-horns and grades; and of the latter class he owns a herd which stockmen admit to be at least equal to any in this Province. His present herd includes a dozen prize Ayrshires, thirty thoroughbred short-horns, and nearly a hundred high-bred grades, all among the very finest specimens of their respective classes; while his Clydesdale horses, both for number and excellence, rank Mr. Clark among the leading Canadian breeders of heavy draught stock.

Notwithstanding the amount of time and labor necessary in carrying on so extensive a private business, Mr. Clark's energy gives him opportunity to devote much attention to local public affairs, in which he has always taken an active and leading part. He has served at the Council Board of the Township for nearly 15 years, for the last five of which he has been Reeve, and the last two have seen him occupying the Warden's chair in the County Council. No better comment can be offered upon his works and his admitted character and ability, than the simple statement that in the first of those elections (1877), he was chosen Warden by nearly two-thirds majority of the County Council, when opposed by Dr. Beatty, Reeve of Richmond, and John Smith, Reeve of Torbolton—two of the most able and popular gentlemen who ever represented their respective municipalities; and the second year (1878), he was elected to the position by unanimous vote.

Among the public positions now filled by Mr. Clark may be mentioned that of Honorary Director of the County Carleton Agricultural Society (of which he was for two years President prior to 1878), Director of the City of Ottawa Agricultural Society, and President of the Nepean and North Gower Macadamized Road Co.

Mr. Clark was married to Miss Christina McMillan, of Nepean, since deceased; and later, to Miss Sarah Leslie, also of Nepean, and has a family of eleven children surviving.

Among the thousands of self-made men of Canada, there are none more worthy of success anywhere to be found than in Carleton; and among those of this County, not one has more honestly earned that success, nor more ably filled positions of honor—the mark of the people's appreciation of superior parts and sterling qualities—than has the subject of this brief sketch.

**EDWARD SHERWOOD**, deceased, late Registrar of the County of Carleton, was of U. E. Loyalist descent, being a grandson of Captain Justus Sherwood, a Pennsylvanian of English extraction, who was an officer in

the royal forces during the Revolutionary war. The Captain was wounded at the Battle of Saratoga, and made prisoner with the surrender, at that place, of the British army under Burgoyne. For his espousal of the Royal cause he was obliged to abandon a beautiful property and fly to Canada shortly after the above-mentioned event, settling at St. John's, Lower Canada, among the first pioneers of what was then an almost unexplored wilderness. There his son was born, who afterwards became Hon. Levis P. Sherwood, Judge of the Court of Queen's Bench of Upper Canada. This son married Charlotte, daughter of Ephraim Jones, another U. E. Loyalist, who was one of the very earliest settlers in the Township of Augusta, and reared a family by her, which may be safely called one of the first representative families of the old Province of Upper Canada.

One of his sons was the Hon. George Sherwood, Q. C.; another, the Hon. Henry Sherwood, Q. C.; and another, Edward, the subject of this sketch. For very many years the Sherwood family exercised a leading and controlling influence over the affairs of the Province. Among the many public positions held by the first above-named was Mayor of Brockville, and afterwards Warden of the Counties of Leeds and Grenville; member of the Legislative Assembly from 1841 to 1851, and again from 1858 to 1863 inclusive; a Commissioner to inquire into the management of the Board of Works in 1845, a Bench of the Law Society in 1849, and a Q. C. in 1856. He was also a M. L. C. from Aug. 6, 1858, to May 23rd, 1862, during which time he held the offices of Receiver General and Commissioner of Crown Lands in succession, and is now the Senior Judge of the County of Hastings.

Edward Sherwood was the youngest child of the family. He was born in Brockville in 1823, educated at Upper Canada College, and studied law with the Hon. Robert Baldwin. On acquiring his profession he practised a number of years with great success in Brockville, as a member of the firm of Sherwood, Steele, & Sherwood, the other members of the firm being the late Judge Steele and the present Judge Sherwood. He subsequently practised at Ottawa for some years, till his appointment as Registrar of the City and County combined. The duties were divided in the beginning of 1864, and he chose to retain the Registrarship of the County, Mr. Burritt being appointed to that of the City.

He continued in this office till his death, which took place in Ottawa, June 30th, 1877.

He married Isabella P., daughter of Col. Turner, of the Royal Engineers, who was born in Ross Castle, Lakes of Killarney, Ireland, by whom he had a family of three sons and three daughters.

He lived highly respected by a very large circle of admiring friends, and died deeply lamented by the entire community.

A. P. SHERWOOD, Deputy-Sheriff of the County of Carleton, is the youngest son of the late Edward Sherwood above-mentioned. He received his education at the High School of Ottawa, where he was born on the 18th March, 1854. Though still a very young man, he has for the past two years performed the duties of a most difficult position with a tact and ability which stamp him as possessing more than ordinary business capacity and with a kindness and suavity which have made him popular even among those with whom the intricate details and delicate requirements of his position bring him into official contact.

Of his two brothers, one is a leading hardware merchant of the City of Belleville, and another has a position in the Toronto agency of the Consolidated Bank.

In the above sketch of his late father, brief reference is made to the leading position always held by the Sherwood family; a family who have all and always been strongly Conservative in politics, and among the most influential men in the County of that party—a party to which their allegiance dates back to the time when their ancestors, for the love of their King and Constitution, abandoned home and possessions and luxurious surroundings, for privations and hardships in the inhospitable wilds of a Canadian forest.

**CHAUNCEY WARD BANGS**, Mayor of the City of Ottawa, is a Canadian by birth, and an American by descent. He first saw light in 1814, at Stanstead, Eastern Townships, whither both his father's and mother's families had emigrated from the United States during the war of 1812-15. His father lived many years in Montreal, and subsequently in Hawkesbury, Ont., where he died at the age of 70 years.

Mr. Bangs came to Bytown in 1847, and entered into the hat and fur trade, which he uninterruptedly followed till within about three years, when he retired from active private business with the well-earned reward of long years of diligent application to its many details, and with a reputation of an honest dealer and an honorable man.

He came here when the Capital was but a dirty country Village; has grown up with its growth; witnessed the many and great changes which have transformed it into a beautiful city, and in many of them has exercised a wise influence which has materially tended to their present state of development.

He was a City Alderman for ten years—nine of which were successive—and during a number of which he was returned by acclamation. He ran for the Mayoralty twice unsuccessfully, being defeated first by G. B. Lyon-Fellowes, and secondly by W. H. Waller; but in the election for 1878 he defeated P. A. Egleson, one of the oldest, wealthiest, and most influential citizens, by over 600 majority.

At the last general election for the Commons, he ran, in conjunction with Dr. St. Jean, one of the late members, against Messrs. Currier and Tasse; but the strong Conservative element inherent in the constituency, together with the wide-spread feeling of dissatisfaction with the fiscal policy of the late Reform Government, defeated both himself and his colleague.

Mr. Bangs is a man of great tact, fine abilities, and sound judgment; and during a year which will be memorable in the annals not alone of the City, but of the whole country, as one in which a large amount of all those qualities was necessary to successfully preside over the destinies of the Capital, he has succeeded in performing the duties incumbent upon him in a manner which has reflected credit upon himself, conferred great benefits to the citizens at large, and won their justly merited praise for his able and honorable conduct as Chief Magistrate of the Political Metropolis of the Dominion.

He married a daughter of William Kirby, Esq., of Hawkesbury—one of the leading men of that section of country—and has a family of four sons and four daughters.

**WILLIAM COWAN, J.P.**, County Treasurer of the County of Carleton, is the second child, and eldest son, of a family of five sons and four daughters of Patrick and Anne Cowan, of the County Leitrim, Ireland, where he was born, December 17th, 1825. His mother was a Cornyn,



of Norman extraction; his father being of Celtic descent, and a farmer in easy circumstances.

William received the best education afforded by the National School of the Parish of Kilturid, and upon leaving it, passed the National Board, obtaining a certificate for Teacher, which occupation he purposed following; but becoming dissatisfied with some of the workings of the Irish school system, he left his home for America in 1845, and arrived at Bytown in August of that year, when less than 20 years of age. Having occasion to visit some distant connections in North Gower, he happened to attend a school-meeting, at which he made an arrangement with the Trustees to take temporary charge of the school at North Gower Village, a charge so faithfully performed that they retained him in their service for five years, till he left for the purpose of studying law in Toronto. But just as he was on the point of leaving, he was induced by some friends to invest what money he had saved in a farm which was offered very cheap, and he located upon it—intending to remain only long enough to dispose of it again—but circumstances subsequently induced him to permanently follow the occupation of farming; so he married, in 1850, Catherine, daughter of Capt. McCrea, of Montague, an officer of the war of 1812-15, and settled down to agricultural pursuits, which he prosecuted for many years with an exceptional and enviable degree of success.

About the time of his marriage he was offered by the late Judge Armstrong the position of Clerk of the Division Court (including N. Gower and Marlboro') which he accepted, and retained for more than 21 years, till his voluntary resignation on removal to Ottawa.

He early assumed a leading position in the direction of municipal affairs. He was elected Township Councillor for seven or eight years in succession, after which he was for five years Reeve. In 1870 he was offered the County Clerkship, and this, in addition to the superior advantages offered by a residence at the Capital for the education of his growing family, induced him to retire from farming and local municipal affairs, and remove to Ottawa to accept the appointment, the duties of which he continued to discharge till February, 1873, when he received his appointment to his present position, to fill the vacancy caused by the appointment of Z. Wilson, late Treasurer, to the office of Collector for the Port of Ottawa.

Mr. Cowan is literally a self-made man—owing the position he has succeeded in attaining to his own unaided efforts. He is one of the Ottawa City Water-Works Commissioners; takes an active and leading part in all local and general improvements; has been a Justice of the Peace for over 25 years; is an enterprising and popular citizen, and a thorough-going, reliable, and efficient public officer.

WILLIAM HENRY WALLER, Registrar of the County of Carleton, is the son of the late Robert Alfred Waller, of Castle Waller, County Tipperary, Ireland, and cousin-german of the late Sir Richard De Burgh, of Castle Connell, in the County of Limerick—his grandfather being Captain Richard Waller, of Castle Waller. The latter gentleman, in his day, "was High Sheriff of the County Tipperary. He was an especial favorite of Royalty, and early acquired the confidence and esteem of George IV., when Prince of Wales—His Royal Highness honoring him with his companionship, and through life continuing to him his distinguished consideration—a mark of honor which, perhaps, not a second Irish Sheriff was ever the object of."

The family is of Norman extraction, the first member of it having come to England with William the Conqueror, and settled at Groombridge, which is the family seat in England to this day. In 1641, William Waller of Groombridge went over to Ireland, and married in that country; and from him has descended the subject of our sketch.

Mr. Waller, who was born at Castle Waller, in Tipperary, came to Canada with his father and family in 1853, being then a lad of fourteen, just from school. He spent six or seven years in the *Globe* office, Toronto, learning the printing business, and at the same time acquired a thorough knowledge of short hand and various other useful mental acquirements, during leisure hours. In 1866 he came to Ottawa, and obtained a position on the editorial staff of the *Union* newspaper, which he retained till 1865, after which he went into Insurance brokerage, and continued therein until September, 1877, when he was appointed to his present position, the duties of which he performs with the utmost efficiency, and a courtesy which harmonizes with the attributes of a gentleman, throughout.

In 1874-5 Mr. Waller came into public notice by being elected alderman for St. George's Ward, and at once made himself popular by his thorough exposition of the city finances. On the death of Mayor Lyon-Fellowes, in 1876, he was elected to the position for the balance of the current term, and re-elected by acclamation in 1877. In the position of Chief Magistrate he gave general satisfaction, and on retiring from office was publicly entertained by the citizens, and made the recipient of a valuable gold watch, chain, and seal, accompanied by a handsome illuminated address, as a mark of appreciation and respect for his services as Mayor of the City.

Mr. Waller is a man of about forty years of age, though he looks much younger. He is of active habit and literary turn. He was elected President of the St. Patrick's Literary Society of Ottawa in 1870, and has continued to fill the position ever since, by re-election each successive year. He has ably written and lectured on a great variety of subjects of general interest, and is an acknowledged authority on matters not only of a literary character—but in everything pertaining to commercial and financial affairs, municipal government, and political economy.

ALEXANDER BURRITT, City Registrar of Ottawa, was born at East-on's Corners, in Grenville, July 2nd, 1830. His father, Edmund Burritt, and mother, whose maiden name was Anna Dunham, were both members of U. E. Loyalist families who fled from the United States to the district along the north shore of the St. Lawrence, immediately after the Revolutionary war.

The Burritt family were originally of Welsh nationality—having emigrated to Old Stratford, Connecticut, in the year 1640. The year 1776 found the family divided—some choosing the side of the King, and others casting in their lot with the Continentals, then in rebellion against the King's now universally-admitted tyranny. Two branches of the family took arms in the Royal service, accepting the risks of war, and afterwards receiving its consequences by the confiscation of beautiful estates, and their own proscription and flight from their native land to a then inhospitable wilderness. Of those who remained true to the cause of the Colonists were some who both previously and subsequently attained to distinguished positions in science, literature, and politics; and so also with their descendants—one of whom was the renowned Elihu Burritt, familiarly known throughout the civilized world as "the learned blacksmith."

Of those who adhered to the side of the King was Stephen Burritt, who fled to the St. Lawrence Front immediately after the decision of the results of the war; and later, in 1793, settled at the present Village of Burritt's Rapids, on the Rideau, thus called in honor of his name. He was in his day one of the leading men not only of his locality but of the whole Province. He was one of the representatives from the District of Johnstown in the Parliament which ruled the destinies of the Province when war was declared by the United States against Great Britain on the 19th June, 1812. He was one of the oldest magistrates of the Johnstown District, and in his capacity as such performed a very great number of marriages. The extent of his services in that line may be judged from the fact that in the year 1809 there were only four ministers of the Church of England in all Upper Canada, and that "Nonconformist" ministers—what few there were—were not allowed to perform marriage ceremonies.

His son, Edmund, the father of the subject of this sketch, was also a leading man in public and military affairs. He was a Captain of Volunteers during the Rebellion, and served as such in a number of engagements, including the Battle of the Windmill. He was a Lt.-Col. for many years. He is still living at Grenville, 85 years of age.

Mr. Burritt, who in his younger days was a great traveller—having crossed the equator many times, and been in all parts of the world—has resided permanently in Ottawa since 1857. He was appointed to his present position—the duties of which he ably fills—by commission bearing the signature of Lord Monck, then Governor-General, and dated February 29th, 1864.

G. P. BAKER, Postmaster of the City of Ottawa, is the second son of the late G. W. Baker, a Captain in the Royal Artillery, who emigrated to Canada in 1832, and settled in Ottawa, then the embryo village of Bytown. He was born in Shooter's Hill, Woolwich, England, in 1822, and was therefore a lad of but 10 years when he arrived in his new home. He is now one of the few surviving inhabitants who may be reckoned as among the pioneers of the Capital, having come into it when it was but a backwoods village, having grown with its growth, and seen it expand from its then insignificant proportions to become a beautiful city, and having been closely identified during almost its entire history with its material interests, and devoted the whole of a useful life to the advancement of a branch of its public service—a service which, under his judicious management and solicitous care, has taken rank among the first of similar character in the civilized world.

In 1834, Matthew Connell, the first Postmaster of Bytown, died, and Capt. Baker was appointed to succeed him—his eldest son managing the office for some years, assisted by the present Postmaster, then a mere lad, whose quick perception and early acquisition of business habits enabled him, even then, to take temporary charge during his brother's absence.

In 1842, when only 20 years of age, Mr. Baker was chosen County Clerk—the first appointment to that office—for the old (then new) Dalhousie District, a position which he continued to fill with much ability for some years, at the same time holding the position of slide-master of the old Buchanan slide, previous to its passing into possession of the Bank of Upper Canada; but in 1846, on the removal of his elder brother to Toronto, he assumed full charge of the Bytown Post-office; and on the resignation of his father in 1857 he was appointed his successor, and has ever since continued to direct the affairs of the office. It may be said of Mr. Baker that he has grown grey in the public service—being intimately connected with the office over which he now presides for a period of nearly 45 years; and the great changes through which it has gone during that time are illustrated by the fact that as late as 1852 the whole staff of the establishment consisted of himself alone, while a photograph is now in the Post-office of 19 clerks who were connected with the office in 1872, just 20 years later; and at the present time, the staff of clerks employed numbers 41! Although the P. O. returns show a couple of other offices in the Dominion whose receipts are larger than those of Ottawa, yet we doubt if more work is anywhere performed—the many tons of "free matter" in connection with the Government Departments not figuring in the returns.

Mr. Baker, whose patriotic duties were not forgotten—having been an officer of the old 2nd Carleton Militia, and later a member of the Civil Service Rifles—has been, as a resident of this city, one of the most useful of its citizens, for a period now closely verging on half a century.

FRANK HAWKEN, Assistant Postmaster of the City of Ottawa, is an Englishman by birth, and the son of James and Elizabeth (maiden name Beswarick) Hawken, of the parish of Roche, Cornwall, England, where Frank was born on the 4th of November 1847, and whence his parents emigrated to Ottawa, then Bytown, when he was a mere child, in 1852.

He had the advantages of education afforded by the public schools, while a lad, but though displaying great love for books and aptitude for learning, the circumstances of his family did not admit of a literary, or a professional collegiate course, and as early as 1st of January, 1861, when just past his twelfth year, he commenced to work for himself in the capacity of the most subordinate position in the City Post Office under Mr. Baker, whose attention was thus early directed to the boy's intelligence and exceptionally quick business characteristics. The position was only to be temporary—but by the time it was to be filled again, by the return of an absentee, the young assistant had made himself so useful that Mr. Baker could not do without him; and he was consequently retained in the office, and has therein remained ever since, being advanced step by step, till he was appointed to the position of Assistant Postmaster of what is in many respects the most important office in the Dominion, by commission bearing date 24th February, 1873.

It is superfluous to remark that Mr. Hawken, who has grown up in the postal service and devoted his whole life to its interests, and who owes his position to his own unaided efforts, extending over years of faithful performance of most important public duties—is deservedly one of the most popular officials in any branch of the Civil Service at the National Capital.

M. K. DICKINSON, of Manotick, is a lineal descendant of the Pilgrim Fathers, whose self-expatriation from Old England, in the *Mayflower*, and landing in New England, on Plymouth Rock, has for more than two centuries been recounted by historians and sung by bards as the noblest instance within ancient chronicles or modern annals of supreme devotion to cherished religious principles, and self-sacrifice for conscience' sake.

The Dickinsons continued citizens of Massachusetts for several succeeding generations; but the war of 1812-15 found Barnabas Dickinson, the father of the subject of this sketch, settled in Upper Canada, along the St. Lawrence Front, when the whole populated portion of the Pro-

vince consisted of scattered settlements along that river, and extending, with increasing intervals, along the north shores of Ontario and Erie, to the Detroit River. This gentleman was possessed of large means and influence. He was the first contractor with the Canadian Government, subsequent to the Anglo-American war, for carrying the mails westward from Montreal, and the proprietor of the first line of public conveyances between that point and Kingston. The present Town of Dickinson's Landing, on the St. Lawrence, which was named after him, was one of his principal stage stations. He was a very active and influential man up to the time of his death, which occurred at Cornwall, Upper Canada, of cholera, in 1832.

M. K. Dickinson was the youngest son of the above, and is now the only one surviving. He was born at Denmark, Lewis County, New York, in 1822, but has been resident permanently in Canada since 1828. In 1844 he engaged in the forwarding trade from Kingston eastward, and his business grew to such proportions that the "Dickinson Line," of which he was proprietor, monopolized the greater share of the carrying trade over the St. Lawrence, and Rideau and Ottawa, and Lake Champlain routes—having business offices in Kingston, Ottawa, Montreal, and Quebec. From 1850, for several years, he was also a business partner of J. M. Currier in the manufacture of sawn lumber, and this firm was the first who ever made a shipment of this article from the Ottawa Valley to the Boston market, which subsequently became one of the greatest consumers of Canadian forest products.

Between 1848 and 1870 Mr. Dickinson resided in Ottawa. He was elected Mayor of the City in 1864, and returned by acclamation the two succeeding years, 1865-66; and during the term of his Chief Magistracy Ottawa became practically the Capital of Canada (though it had been theoretically such for some years previously), by the removal of the seat of Government thence from Quebec. He removed in 1870 to Manotick, of which pleasant and prosperous town he was the founder, and a full description of which may be found in the local history of North Gower. He is a man of the greatest energy, and exceptional business talents; and during his active and busy life the country has been at many times and in great measure indebted to his enterprise and public spirit for much of its past development and present improvement.

Mr. Dickinson married, in 1846, Elizabeth Mary, daughter of the late Wm. Twigg, of Toronto. One of his sons, George L. Dickinson, is the present Deputy Reeve of North Gower, and is considered one of the most promising young men, both in public and private business affairs, in the County of Carleton.

JOHN SWEETLAND, M.D., of Ottawa, was born in Kingston, Ont., in 1835, and educated at Queen's College, in that City graduating in Medicine in 1858.

His father was T. Sweetland, an architect and contractor, connected with the Royal Engineers' Department of the British Army. In that capacity he built a great part of the fortifications of Kingston, as they now stand, including Fort Henry and the numerous Martello towers. His mother was Miss Jane Norris, of one of the old families of the ancient Capital. Both father's and mother's families were originally from the neighborhood of Exeter, Devonshire, England.

After graduating, Dr. Sweetland commenced practice in Packenham, Lanark County, where he remained till 1865, when he removed to Ottawa, since which time he has been engaged in a practice which has assumed the largest proportions, and been attended with correspondingly flattering results.

Although possessing an immense practice, however, the Doctor finds time to devote to the promotion of all public and private enterprises of a beneficial or national character; and probably no man in the City has lent more liberal assistance in time and talents to the development of undertakings of the above nature, or with a more marked degree of success attending his efforts.

He is one of the hardest workers and most effective exponents of Reform principles in the whole County, and has been President of the City of Ottawa Reform Association since its organization, in 1872, till the present year, when he declined re-election.

Among the prominent positions occupied by him in connection with educational, financial, charitable, and national institutions and societies may be mentioned that of President of the City of Ottawa St. George's Society, for the past seven years; President (in 1877) of the Ottawa Medical Chirurgical Society; President of the Ottawa Poor Relief Committee; President of the Beechwood Cemetery Co.; President of the Grand Hotel Co., of Caledonia Springs; 1st Vice-President for many years of the Ottawa Ladies' College; Director for many years of the Ottawa Mutual Building Society; Secretary (in Ontario) of the Canada Medical Association; and Vice-President of the N. A. St. George's Union, a Union of all the St. George's Societies throughout the United States and the Dominion of Canada.

He was one of the five Commissioners under whose supervision the present splendid Water-Works system was inaugurated and carried to completion; and, though never seeking public office of any kind, is one of the most useful men, whether in a professional or a public capacity, which the Capital can claim among its citizens.

IRA MORGAN, J.P., of Osgoode, is of U. E. Loyalist descent. His great-grandfather was Capt. William Morgan, of Revolutionary memory, whose loyal adherence to the British cause in the troublous times of '76 altered his position from that of affluence to the direst poverty, and made him a stranger in a strange land—the primeval forests of the Township of Osnabruck—and one of the pioneers of Upper Canada. There he settled about 1784, and his eldest son, McKenzie Morgan, likewise lived and died there, rearing a family, of whom William was again the eldest. He married a daughter of Wm. Gill, of Antrim, Ireland, an intimate friend of the Workmans, and Ira was their eldest son. He is married to Miss Harriet M. Campbell, of Osnabruck, where he himself was also born in 1823, and whence he removed when about 20 years of age, and settled at his present home.

Of all our local public men, none have more repeatedly or more faithfully served the people, nor have the services of any extended over a broader or more varied sphere. He has been for 25 years a Justice of the Peace, and a Commissioner in Bankruptcy, and also Clerk of the Sixth Division Court of Carleton since 1856. He was elected to the Township Council in 1855, and to the Deputy Reeveship in 1856, and from that time till 1876, inclusive, a period of 21 years, he represented Osgoode in the County Council (with the exception of a brief period during which he was travelling in Europe); and for the last eight years of that time he was Warden of the County—by far the longest term the position was ever occupied by any one man. He has been the Reform candidate for Russell in a number of political contests, but was never successful on account of the strong political conservatism



inherent in the constituency. He is Captain of the Metcalfe Independent Co. of Infantry, formerly No. 3, 43rd Regiment. He has been for 21 years continuously Sec.-Treas. of the Co. Russell Agricultural Society, and for the past six years member of the Agriculture and Arts Association of Ontario for No. 2 Division, representing North and South Lanark, North and South Renfrew, Russell, Carleton, and Ottawa. During the Centennial year he was President of the Society, and to his energy and good management was due, in a very great degree, the flattering success attending the Canadian display. He was presented with a Bronze Medal by the Centennial Commission, for distinguished services, accompanied by an illuminated address; and for his exertions and success in his capacity as a member of the Canadian Commission, the Agriculture and Arts Association presented him with a magnificent gold watch, appropriately engraved with the particulars of the occasion. In everything tending to the advancement of the material interests of the community at large, or his own locality in particular, Mr. Morgan has always taken a very active part, and exerted a leading influence; and to this influence and energy are owing many of the public improvements which the people of his adopted County possess, and whose facilities and conveniences they enjoy.

WILLIAM RALPH BELL, M.D. of New Edinburgh, only child of William Bell, Esq., of Brook House, Sutton-under-White-Stone-Cliff, near Thirsk, Yorkshire, England, was born at Thirsk on the 14th December, 1832, his ancestors having resided at that place and neighborhood from before the Norman Conquest.

The late William Bell, father of Doctor Bell, held the position of Chairman of the Thirsk Board of Guardians for more than twenty-one years, during which period he stood several contested elections for the position—one with the present Earl Cathcart, when Lord Greenock—also with Sir William Payne Galloway, Bart., and others. He resigned the office in 1869, and having disposed of his estates at Brook House, and Bury St. Edmunds, Suffolk, he emigrated to Canada during the same year and settled in the Township of Gloucester, to be near his son. Subsequently he purchased eleven acres of the McKay Estate, in New Edinburgh, where he built the beautiful cottage of Lindenlea in 1870, at which place he died, July 17th, 1874, leaving a widow and his son.

Dr. Bell received his education at Kilmington Academy and Brainham College, and his professional studies with the late Drs. Willie and Skafie, of Easingwold, and at the medical schools in connection with Marischal College and University, Aberdeen, Scotland, and the University of Erlangen, Bavaria—at which, after attendance on its classics and required curriculum, he proceeded to examination for its degrees in Arts, Philosophy, Medicine, Surgery, and Obstetrics, and graduated (Summa cum Laude) at the regular term held in 1859.

The Doctor served in the Arctic regions as Medical Officer to the ship *Lady Franklin*. He also held for a period of six years the position of Medical Officer to the late Sir Tatton Sykes' Charities at Bishop Wilton, Pocklington, Yorkshire.

He settled at New Edinburgh in 1866, since which time he has been actively engaged in his profession. He contested the County of Russell in the Conservative interest at the last general election (previous to '78) for the Commons, but was defeated.

He is Assistant-Surgeon to the Governor-General's Foot Guards—having been an officer of that splendid regiment since its first formation. ROBERT CUMMINGS, J. P., of Cummings' Island, Gloucester, has been for a great many years one of the leading and most influential residents of the County of Carleton. It may truly be said of Mr. Cummings that he was the architect of his own fortune.

Born in the Township of Gloucester, June 16th, 1833, he was eldest of a family of three sons and four daughters—the children of Charles and Frances Cummings (maiden name Spratt), who emigrated from County Tyrone, Ireland, in 1830, and settled in Gloucester—one of its pioneers. Of this family, Mr. Cummings is now the only surviving son. His two brothers, who took a warm interest in the enfranchisement of the slave, enlisted in the 9th N. Y. Heavy Artillery during the American War, and the youngest was killed in battle before Petersburg, Va. The other brother served through the war, was wounded at Gettysburg, and promoted to a 1st Lieutenant for bravery on the field. He died at a comparatively early age, from ill-health superinduced by military service and wounds.

Robert early left home and learned the trade of carriage-making—afterwards working as foreman in some of the largest and best establishments in Western Ontario—but returned to his old home on the establishment of the seat of Government at Ottawa, and commenced a general mercantile business on his own account at Cummings' Island, where he still resides and carries on an extensive general trade, and the manufacture of carriages. From the small beginning of exactly \$1,000 when he commenced, Mr. Cummings has, by prudent management and honest dealing, reaped the reward which is vainly striven for by so many, and can now procure from any wholesale merchant in Montreal or in any of the banks of Ottawa orders to any required amount without even giving his note, while his high capacities and personal popularity have been the cause of placing him in the repeated and long-continued occupation of the chief municipal offices of public trust, which he has ever filled with an amount of ability rarely equalled, and a satisfaction to his constituents as genuine as it is deserved.

He entered the Township and County Councils as Deputy Reeve of Gloucester in 1866, was returned as Reeve the following year, and continued to act as such up to the end of 1876, for which year he was elected Warden of the County Council by acclamation—the only representative from east of the Rideau ever elected to sit in the Warden's chair.

He formerly took great interest in military matters, and was a number of years Captain of No. 3 Battery of the Ottawa Artillery Brigade.

He is a J. P. of many years standing, and one of the most active and popular men in the community in all matters relating to public and political affairs. At the Conservative caucus held to choose a candidate to contest the County of Russell at the last general election, every delegate from his Township—the most intelligent and populous of the electoral division—were sent pledged to support him, as were also the majority from the County at large; but the political necessities of the party aroused the party leaders—including Sir John A. Macdonald—to insist on the nomination of a Roman Catholic, in the person of Hon. John O'Connor, and Mr. Cummings—with true devotion to his party, and, as he thought, also to his country—gave way.

He is married to Agnes, daughter of Thomas Borthwick, of Gloucester, and they have a family of three sons and two daughters.

CHARLES BILLINGS.—The name Billings is of Saxon origin—the

ancestors of the family having come from Germany in the eighth century, and settled in England. In the absence of absolutely correct genealogical tables, the Billings throughout America hold the tradition that they are descended from three brothers of the name—they themselves the offspring of those Saxon families—who settled in New England in the very earliest days of the Colonial times. Dr. Elkanah Billings, one of their descendants, was born at Sharon, near Boston, in 1748, and married Joanna Rogers, a lady of Welsh extraction—removing at the close of the Revolutionary War to Canada, and settling near Brockville, where he practised his profession till he died in 1828, leaving a family of two sons and three daughters, but one of whom—Mrs. L. Houghton, of Brockville—now survives at the age of 82 years. One son of this family, Braddish Billings (born at Ware, Mass., September 23rd, 1783, just previous to his father's removal with his family to Canada), afterwards became the first white settler in the Township of Gloucester, and the first, with a single exception, on the whole south shore of the Ottawa. Circumstances of great interest, but too numerous to mention here, might be recorded of his eventful life. Suffice it to say that his energy, his perseverance, his honesty, and his manliness were proverbial. He married Oct. 18th, 1813, and at once started from Merrickville (his bride's former residence) to their new home in the solitudes of the Gloucester forest, carrying all their personal effects in a birch-bark canoe, and landing at their new home on the 28th of the same month. The hardships and privations he endured, and the energy and perseverance required to overcome them, were exceptionally greater, from the nature of things, than those of new settlements generally—great as the least of these must of necessity be. For years there was no store within 50 miles (except that of Philemon Wright at Hull, which was only kept for his own people); and the prices paid (exclusive of over 50 miles of river and forest transportation) for the common necessities of life, was \$2.50 per lb. for common tea, \$2.50 per bushel for coarse salt, \$1.25 per yd. for striped cotton, \$50 per bbl. for pork, \$25 per bbl. for flour, \$10 per pr. for common horse-blankets, \$10 per pr. for coarse boots, 25c per lb. for nails, and everything else in proportion. Notwithstanding these seemingly overwhelming disadvantages, he had, by the year 1823, purchased and paid for 1,000 acres of land, cleared 500 acres of it, and erected buildings which, in point of quality and extent, were in keeping with the whole. For a half-century he stood at the head and front of the management of local municipal affairs, and having well performed his work among his fellow-men, passed to his rest at his home in Gloucester, 3rd February, 1864.

Lamira Dow, his widow, still lives on the old homestead, in her 83rd year, having been born at Cambridge, near Saratoga, New York, March 1st, 1796. Her removal with her father's family to Canada while yet very young—her early experience of Canadian country school-teaching, as well as a few incidents of her trials as the pioneer white woman of the now populous and wealthy Township of Gloucester—are referred to in connection with the early history of the municipality, as also a number of circumstances of interest over which her lamented husband exercised an influence. Like her husband, Mrs. Billings has been a woman of remarkable physical courage and endurance, and extraordinary mental ability, and throughout life a bright example of Christian goodness. She kept written records, not only of circumstances transpiring beneath her own notice, but of matters which happened among her ancestors long before her time. Very many facts in connection with the early history of the County of Carleton have been gleaned from her memoranda. As a matter of deep interest to the very many friends of the pioneer white woman of the most populous Township of Carleton, and the oldest settler (with a single exception, Rice Honeywell, of Ottawa) now living in the whole County, we give the following extract from her diary, in regard to her own ancestry. Her father's family were of Scotch extraction, and her mother's Irish; the one having settled in Rhode Island and the other in Massachusetts, at least two centuries ago. We quote:—"My great grandfather, Adam Harkness, married a woman named Gaskill, who was heiress to a very large tract of land in Rhode Island—her father, mother, and all her friends having been murdered by Indians during the Indian war. (He stood over six feet high, weighing nearly 300 pounds; and the family still preserve his chair and a large cane with which he slew a bear.) Their son, Nathan (grandfather), was born in Rhode Island, 4th September, 1745, and married Hannah Buffon, born in Smithfield, 14th February, 1750. My mother, Cynthia Harkness, was born 14th December, 1770, and married Samuel Dow, of Newburyport, Mass., in 1789; and died in Augusta, near Prescott, in 1807. My father was born at Newburyport in 1768, and died in Montague, Upper Canada, in 1805."

Of a family of nine children, two of whom died in infancy, two sons and two daughters still reside on different portions of the old Billings homestead, to comfort their mother's declining years. Another daughter, a widow, resides in Brockville. The eldest son, Braddish (born 19th January, 1819—died 29th Sept., 1871), was for many years Deputy Clerk of the Crown and Pleas, and Registrar of the Surrogate Court at Bytown; and also for a number of years Sec.-Treas. of the St. L. and O. R. R. The second son, Elkanah (born May 5th, 1820—died June 14th, 1876), was a Barrister, and practised successfully for some time, but left the profession to accept a position on the staff of the Canadian Geological Survey, under Sir Wm. Logan. He was the Paleontologist of the Geological Staff, and a Fellow of the Royal Geological Society of London, Eng., at the time of his death. He was an author of considerable celebrity, and some of his books on scientific subjects are considered as among the best standard works. The third son is one of the leading agriculturists of his native Township.

Charles Billings is the youngest of the family. He is a member of the Canadian Bar, having studied in the office of the late Justice Wilson, but left the profession to assume personal control of his present fine estate. He is one of the leading farmers of the community—has represented the Township as Reeve, and now for many years has performed the duties of the Clerkship in a manner for which his high intelligence, comprehensive store of literary knowledge, and extensive range of business experience eminently fit him.

G. J. O'DOHERTY, Barrister-at-Law, of Ottawa, is the son of John O'Doherty, who was born in the County Monaghan, Ireland, and came to Canada in 1823, with his father George O'Doherty, Esq., and after living a number of years at Burritt's Rapids, settled in Gloucester in 1841, and was one of the pioneers of that section known as South Gloucester, when the country on all sides and for long distances was one unbroken wilderness. Here he hewed out for himself a home, and reared a large family.

He was a man of great personal worth, and for many years, during the prime of life, he exercised a leading influence in all matters of a

public nature where the interests of his County were involved. The subject of this sketch was born in Gloucester in 1842, and educated at St. Joseph's Roman Catholic College, now the University of Ottawa. He studied law in the office of Scott & Ross—the former now Senator Scott, and late Secretary of State in the Mackenzie Cabinet, and the latter the present Senior Judge of the County of Carleton; completing his studies with the late Chief Justice Harrison, of Toronto. On acquiring his profession he practised at Sarnia in partnership with the present Judge Davis of London, afterwards spending some years travelling, and subsequently practising three years, with great success, in Minneapolis, Minnesota; but returned to Ottawa, to be near his father, in 1874, since which time he has practised in partnership with the Hon. John O'Connor, Q. C., now President of the Council in the Dominion Cabinet. His experience in his profession has been very successful, as well as of an extensive and varied nature; and he is a member of the Bar of a number of the United States.

He also devoted considerable attention to military affairs. In 1864 he attended the Military School of Instruction at Toronto, creditably passed the required examinations, and obtained the usual certificates of fitness to command. In 1865 he organized the Sarnia Garrison Battery of Artillery, and was gazetted the first Captain, which position he held till he left Sarnia in 1867, when he resigned his command.

He was married in Oct., 1876, to Miss Marian Lynch, of Ottawa—the fruits of which is already an interesting young family.

Mr. O'Doherty is a fluent and able speaker on all public and political topics, as well as a sound lawyer; and though never seeking position himself, has been very active in promoting the views of the political party to which he is attached.

JOHN O'DOHERTY is the eldest son of George O'Dougherty, Esq., who came to this country, from Ireland, in 1823, bearing letters of introduction to the then Governor of Canada. He, with three others, shortly after his arrival was offered a grant of the Township of Templeton, in the County of Ottawa, on condition of their paying for the survey of the Township, which, after taking a view of the country across the Ottawa from what is now known as Rockcliffe, they declined, little knowing what wealth of minerals was stored in those rugged hills. He located at Burritt's Rapids, County of Grenville, where, being possessed of great energy of character and considerable capital, he soon transformed a large part of a purchase of 1,600 acres of forest into a finely cultivated farm. Having the advantage of a superior education, and being a man of great natural abilities, he became one of the leading spirits in that section of country. He was made a Justice of the Peace in 1841, died in 1854.

The subject of our sketch was born in 1817, in County Monaghan, Ireland, and came, with his father, to Burritt's Rapids, where he lived till 1841, when he married Charlotte Sparrow, a sister of Charles Sparrow, who was for a number of years Mayor of Bytown, now the City of Ottawa.

After his marriage he settled in South Gloucester, his present residence.

During the troubles of 1837-38 he was in arms in defence of his country, and was present at the battle of the Windmill at Prescott.

He was Postmaster at South Gloucester for a great many years. He had three sons and six daughters, to all of whom he gave a liberal education.

He has always taken a leading part in political and other public matters. He was a member of the County Council of Carleton, and was one of the Special Committee of that body appointed to receive His Royal Highness the Prince of Wales on his visit to Ottawa in 1860.

CHARLES WILLIAM MITCHELL, the oldest son of William Mitchell, of Edinburgh, Scotland, was born in Gibraltar, Spain, October 8th, 1843, where the regiment (79th Highlanders) to which his father belonged was stationed. He came to Quebec in 1849, and shortly afterwards removed to Hamilton, and subsequently to London, Ontario. He learned the printing business in the office of the London *Prototype*, then published by Marcus Talbot and John Siddons. On the completion of his apprenticeship, Mr. Mitchell left home and proceeded to Detroit, Mich., where he worked for some time as a journeyman printer, and in the fall of 1860 moved to Eagle Harbor, Mich., on Lake Superior, where he worked on the publication of the *Keweenaw Star*. On the outbreak of the American civil war, Mr. Mitchell, like many other Canadians, "caught the war fever," and taking passage in the first steamboat that came up in the spring of 1861, returned to Detroit, and enlisted in the 2nd Michigan Volunteers, the first three years' regiment from the west; was present with his regiment at the engagement at Blackburn's Ford, Thursday, July 18th (the first general engagement of the army of the Potomac), and at the disastrous and bloody fight at Bull's Run on the following Sunday. Mr. Mitchell had many narrow escapes in the numerous outpost affairs that characterized the operations around Washington, Bailey's Cross Roads, Aquatunk, and indeed all the country between the Potomac and Fairfax Court House, during the remainder of 1861 and spring of 1862. He afterwards went with his regiment to Fortress Monroe, and took part in the celebrated Peninsular campaign, seeing hard fighting at Hampton, the siege of Yorktown, battle of Williamsburg, 5th May, 1862, where he was promoted to the color guard of his regiment, in which capacity he took part in the severe two days' battles of Fair Oaks and Seven Pines, and the bloody fights which characterized the retreat of the Federals from the neighborhood of Richmond to Harrison's Landing, including the seven days' battles and Malvern Hills. From Harrison's Landing, Mr. Mitchell was invalided to New York, and sent to Detroit, where he was discharged. Mr. Mitchell afterwards went south, and worked at his trade in Memphis, Tenn., and was present during a part of the time of the siege of Vicksburg, and its fall. His adventurous spirit afterwards induced him to court the perils of the sea. Becoming dissatisfied with the monotony of life, as it existed in Keokuk, Iowa, where he was foreman of the *Gate City Journal*, he threw up that position and proceeded to New York, where he shipped "for a whaler," and sailed from New Bedford, Mass., in December, 1863, on board the barque *Smyrna*, bound for the southern seas. An adventurous season at the Falkland Islands and coast of Patagonia, and afterwards Gough's Island on the eastern side of the South Atlantic, Tristan D'Acunha, and the Mozambique Channel, South Africa, was finally wound up at St. Helena, where the ship took fire, and was beached by a boat's crew from the British Commodore's Steamship *Rattlesnake*. A visit to Akayab, East Indies, and return from there in a Swedish ship, rice-laden, for London, England, followed. The winter of 1864-5 was spent in England, and shipping from Plymouth, in a timber ship for Quebec, closed Mr. Mitchell's sea-



faring experience, which partook more of hard knocks and discomforts than was congenial to a young man brought up on shore. At Quebec Mr. Mitchell married Louisa, only daughter of Mr. Alexander Jacques, of Toronto, and afterwards removed to Ottawa in the fall of 1865. In December, 1869, Mr. Mitchell, in partnership with Mr. William Carrier, started the *Free Press* newspaper. Mr. Carrier retired in 1873, leaving Mr. Mitchell sole proprietor. The newspaper venture proved a complete success from the start, and has developed into a first-class and well-established daily and weekly newspaper, with a large circulation and widely extended influence.

MR. C. H. MACKINTOSH, Mayor, OTTAWA (1879).—In this volume will be found the portrait of Mr. C. H. Mackintosh, publisher of the *Ottawa Daily Citizen* and Mayor of Ottawa. Mr. Mackintosh is the son of Captain William Mackintosh, who was born in the County of Wicklow, Ireland—he being related to Sir James Mackintosh, the celebrated essayist. His grandfather, Captain Duncan Mackintosh, married the Hon. Miss Weldon, sister of the Earl of Desart, and settled in Ireland, where the son William was born. He came to Canada very early in life, being an attaché of the Ordnance branch of the British service, and afterwards County Engineer for the County of Middlesex. Mr. C. H. Mackintosh was born in London, Ontario. When quite young he studied law, and at the time the Prince of Wales visited Canada (1860), presented His Royal Highness with a "Welcome" in verse, highly spoken of at the time. In 1861 he abandoned his law studies and accepted a position on the *London Free Press* as City Editor, although then not twenty years of age. His letters over the signature of "FAR CONTRIBUTOR" were widely copied both in Canada and England. In 1864 he accepted a position as City Editor of the *Hamilton Times*. When leaving London he was entertained at one of the largest dinners ever given to a citizen, and also at Strathroy, a Village then, but now a flourishing Town. In 1865 he purchased the *Strathroy Despatch*, and continued publishing it with great success until he sold out in 1874. In 1871 he was nominated for North Middlesex for the Local Assembly in the Conservative interest, but failed to be returned, the non-resident cry being successfully raised, and the Reform vote being at that time greatly in the ascendant. In 1872 he represented one of the wards of Strathroy in the Council, and also resigned his position as Postmaster, which he had held since 1868. Mr. Mackintosh found the field too small for his energies, and accepted the position of Managing Editor of the *Chicago Journal of Commerce* in 1873; this he resigned to return to Canada when Sir John Macdonald's Government was defeated. He wrote several brilliant political criticisms under the nom de plume "DAMASCUS," and was offered an editorial position on the *Mail*, which was declined in consequence of the editorship of the *Daily Citizen* of Ottawa being tendered to him. No sooner had Mr. Mackintosh assumed the editorial management of the *Citizen* than that paper became immensely popular, the new editor displaying great ability and tact in dealing with questions of creed, class, and nationality. In 1876 Mr. Mackintosh was awarded the Gold and Silver Medal of the St. Patrick's Society of Ottawa for the best poem in commemoration of the O'Connell centennial celebration. As a public political speaker he was and is very popular—his speeches during the campaign of 1878 being remarkable for their adroit references and stubborn facts; he made it a rule never to make a statement unless able to produce proof from parliamentary records. Courteous, genial, and industrious, he made rapid strides in public favor. In December last, a requisition containing nearly 1,400 signatures requested him to be a candidate for the Mayoralty. In reply to a deputation, Mr. Mackintosh informed them that he was not wealthy; had never been in the City Council; had not lived five years in Ottawa; possessed no property save his public reputation; was a young man—but if the people wanted him, he would accept a nomination. His name was enthusiastically received. Col. Aumond, who lived in Ottawa in 1827, when it was called the Rideau Canal, was one of his seconders, as also Mr. Patrick Baskerville, an old and influential resident. His mover was the Hon. Senator Skead, one of Ottawa's oldest residents. The contest it was thought would be close, considering the fact that his opponent, Mayor C. W. Bangs, had lived in Ottawa for a great many years, owned property in several wards, and had been elected in January, 1878, by over six hundred majority. However, Mr. Mackintosh's friends rallied enthusiastically; he was elected by 726 majority over Mr. Bangs; he had a majority in every ward in the City, and polled one hundred and fifty votes more than had been polled at the general political election. Mr. Mackintosh in 1871 published a history of the *Chicago Fire*, and in 1873 a volume entitled the "*Panic of 1873 in the United States*." He is also proprietor of the *Canadian Parliamentary Companion*, a very useful political hand-book. Altogether the career of this gentleman shows what industry, courtesy, and ability can accomplish. He is little more than thirty-five years of age, was married to Miss Gertrude Cooke, daughter of Timothy Cooke, J.P., at Strathroy, Ont., on the 7th of April, 1868, and has five children living. His residence, 171 Daly Street, will be found in another portion of this volume.

LIEUT.-COL. WILLIAM SMYTH, deceased, late of Gloucester, was of English descent, though born in New Haven, Conn., on the 19th April, 1794. His father was Peter Smyth, of Manchester, England, who had been engaged from boyhood in the manufacturing establishments of that city. Immediately after the Revolutionary War, an interdict was placed upon skilled workmen emigrating from England to the United States, and to avoid the operation of this enactment, Mr. Smyth, who had decided to branch out into new fields of enterprise, was obliged to smuggle himself, as it were, out of the one country and into the other, in the guise of a peddler.

On his arrival in America, he settled in a place known as Thurman's Patent—so called from the fact that one Thurman had secured a very extensive land-grant there—in the vicinity of Paterson, New Jersey. Here he formed a partnership with Mr. Thurman, and commenced the manufacture of woollen goods—having introduced the first spinning jenny ever used in the United States. He was a young man at this time, but subsequently married Elizabeth Matthews, of Paterson, N.J., and removed to New Haven, Conn., where his son William was born—his only child. When William was seven years of age, his father moved to Canada, and settling in the Township of Osnabrock, became engaged in farming.

William Smyth married Sarah Wood, of Cornwall, the daughter of a U. E. Loyalist of that place. As such, she drew 200 acres of land from the Government, and on to this lot, No. 12 Junction Gore of Gloucester, Mr. Smyth moved in 1822. About three years subsequently, he removed to lot 15, J. G., and continued to reside there till his death on 24th April, 1877.

The above date shows him to have been among the pioneers of the

Township. He was from the first one of its representative men. Of admitted ability and undisputed integrity, his interest in the well-being of the community and the prudent management of public affairs was always shown. His services to the public were repeatedly sought by the electors, and his uninterrupted incumbency of the chief offices of trust in the people's gift is the most convincing proof that his public acts met with the most hearty approval at the hands of his fellow-citizens.

Among the many positions of honor and trust which he filled was that of District Councillor, before the operation of the Municipal Act; Reeve of the Township, after that Act came into force; Treasurer of the Township for many years; and one of the first Justices of the Peace in the County of Carleton. He also served his adopted country in a military capacity—having been a Volunteer on active service during the war of 1812-15. He also raised a Company of Volunteers during the Rebellion of '37-38, but their services were not required. He always had an active connection with, and lively interest in, the military organization of the country, and was a Lieut.-Col. of Reserve Militia at the time of his death. He was one of the Arbitrators chosen under the direction of Captain Elliott by the Imperial Government to decide upon the amount of remuneration to be allowed owners of land through which the Rideau had passed, or which had been damaged thereby. In all these positions, some of which required the possession of the greatest amount of sagacity and the exercise of unusual wisdom and discretion, his part was performed in such a manner as to secure a justly deserved commendation; and in his death the community lost one of its best citizens.

He left a family of two sons and two daughters living, of whom the youngest, John J. Smyth, a highly respected, very intelligent, and well informed gentleman, occupies the old homestead.

JOHN BUCKHAM, J.P., of Torbolton, is a native of the Parish of Jedburgh, Roxburghshire, Scotland. He settled on his present farm on Monday, the 28th May, 1824, the second settler in the Township—Capt. Baird, a half-pay officer, having come in and occupied a lot a short distance from him but two days previously.

Before locating here Mr. Buckham spent over a year in travelling through the United States, having traversed by stage and on horseback the greater portion of what are now called the Middle States. On settling in Torbolton he at once commenced to clear land, and has ever since followed farming as his occupation. He has at present one of the best improved and best kept farms anywhere to be found.

He married, in 1838, Catherine Ferguson, of Stirling, Scotland, who still survives. Their family consists of four sons and two daughters. Two of the former are machinists in the St. L. & O. R. R. shops at Prescott, the eldest being master mechanic of that road. Another son, Robert, owns a beautiful farm in the 3rd Concession of Torbolton. His son George carries on the homestead, and has ably filled the position of Town Clerk for a number of years.

Mr. Buckham has filled all the principal municipal offices in the gift of the people, and always with a degree of impartiality and ability which reflected the greatest credit upon himself. He was Clerk of the Township from its first organization till his resignation to accept the position of District Councillor, the first sent by Torbolton to the then District of Bathurst, the Council meeting at that time at the Town of Perth. Previous to the appointment of a Township Clerk, he had been presiding Magistrate of the "Commissioner's Court," which at that time regulated local matters. He represented Torbolton in the Bathurst District Council till Dalhousie was set off as a separate District in 1842, when he declined further honors in consequence of the attendant loss to his private affairs which so long a period of public service must necessarily entail. It was not but three or four years, however, till he was again sent to the District Council. He was the last representative of Torbolton in that body previous to the operation of the Municipal Act, and the first Reeve under the new municipal system in 1850—an office which he continued to fill to the greatest satisfaction of his constituents till the pressure of years compelled his retirement in 1867. He is one of the oldest Justices of the Peace in the District, and was a Captain of Militia till the advance of years suggested his retirement from the force. Though now an old man, he possesses an amount of energy characteristic of his race; a health and vitality which only follow the prudent observance of the laws of nature; a competency which is the reward of good management and industry combined; and the highest respect and esteem of his fellow-citizens, which have been gained by long years of upright conduct, good fellowship, genuine hospitality, and a general course of moral and religious rectitude which always gives hope and comfort to the declining years of old age, and brings a reward far higher than the praises of the multitude, when time shall be no longer.

ALEXANDER McDONELL, J.P., of Metcalfe, is the eldest son of Archibald McDowell, of Cornwall, U.C., of Scotch descent, who moved into Osgoode in 1827, the first settler in the Township. He had a family consisting of seven sons and five daughters, most of whom are still residents of the Township, and among its most influential and highly respected citizens. He himself was an officer of rank in the Glengarry Militia during the war of 1812-15; and for distinguished services, while acting in the capacity of Deputy Adjutant-General, he was presented with a grant of 800 acres of land by the British Government. His wife was Catherine, daughter of Alexander McDowell (no blood relative), of Albany, N.Y., a U. E. Loyalist, who bore arms on the British side during the Revolutionary War, and fled the country to escape prosecution at the hands of the victorious Americans on the establishment of their independence. He was entitled to land for himself and each of his children, as U. E. Loyalists, and Archibald McDowell, his son-in-law, drew for himself and wife 1,000 acres in the Township of Osgoode.

As well as being the first pioneer of Osgoode in its early settlement, Mr. McDowell was also a pioneer in every enterprise tending to encourage or promote the material interests of the Township, which he lived to see transformed from a primeval state of nature to a populous and wealthy community. He was from the very first one of the foremost, and indeed the foremost man in directing all useful undertakings, and in the management of public affairs. He was the oldest Magistrate in the Township; the Colonel of the first Regiment of Militia organized in the County; the first representative of the Township in the old District Council; and in every walk of life, whether public or private, a most deserving citizen and popular gentleman, whose death was deeply mourned by the entire populace.

Alexander McDowell, his eldest son, was born in Cornwall in 1808, and removed with his father to the Township of Osgoode in 1827. He

has been a worthy follower in the footsteps of "the Squire," as his father was familiarly known; and during his younger days occupied many of the municipal public positions of honor and trust.

He has been a Justice of the Peace since 1833, a Captain of Militia for many years, and was the last District Councillor elected by the Township of Osgoode previous to the operation of the Municipal Act. Of late years, however, he has devoted himself closely to private business. He is one of the leading farmers in the Township, a man of superior parts and progressive ideas, and enjoys a high reputation as a citizen and a gentleman.

He married Catherine, daughter of Peter Tobin, of Cornwall, a woman of sterling qualities of head and heart, whose death, some two years since, will ever be most deeply mourned. Their family consists of eleven children surviving; and Mr. McDowell himself, though now past the allotted three-score-and-ten, is hale, hearty, and vigorous, with an apparent promise of many years of usefulness yet before him.

JAMES BROWN, J.P., is a native of Scotland, and the only son of a family of four children of Isaac and Elizabeth Brown, who emigrated from their native country in 1831, and settled on the 28th of July of that year on Lot 26, Con. 4, R. F. of Gloucester, among the very earliest pioneers of that section of country, where the dull monotony of the sombre forest surrounded him for miles on all sides, with the exception of a very few small clearings and most primitive habitations, at scattered intervals and remote distances. Old Mr. Brown being a man of energy, soon transformed a portion of this uninviting wilderness into a pleasant home; and the highly cultivated farm and fine modern buildings which now present themselves, give the visitor of later birth but little conception of the toils and trials, difficulties and dangers, disheartening discouragements and painful sufferings of those who have conquered the Canadian forest, and left to their children and their children's children so fair a legacy to bear witness to their indomitable energy and unconquerable Anglo-Saxon spirit.

Old Mr. Brown, in his day, took a leading part in the management of local affairs, and continued to exercise a controlling interest in Township matters till the time of his death, which occurred December 29th, 1848. He was for many years a Township Councillor and Deputy Reeve, and one of the oldest Magistrates in the Township.

His son, like the father, has always followed the agricultural profession. He is one of the leading farmers of the community, and still resides on the old homestead. He was but three years of age when his father settled in Gloucester, and is therefore Canadian in everything but birth, and as such, has always taken a laudable interest and active part in the promotion of all commendable enterprises tending to the well-being of his Township. He is one of the most respected citizens of the Township, and is looked upon as an authority in matters municipal—in which he has had the advantage of a number of years' experience in the Township and County Councils, as Deputy Reeve and Reeve, besides being a Justice of the Peace of many years' standing.

WILLIAM H. HURDMAN, Reeve of Gloucester, is the son of Charles Hurdman, from the County Cavan, Ireland, who settled in the Township of Hull in 1818. By trade he was a shoemaker, and his intimate knowledge of that employment, coupled with his general business capacity, induced the Messrs. Wright to employ him as a general manager of their mercantile business, of which the manufacture of boots and shoes formed a very important branch. After six years of such service in their employ, he left voluntarily, and purchasing land about two miles from Aylmer, on the Hull and Aylmer Road, engaged in farming, and continued in that occupation, and in the same location, till his death, which occurred in 1848.

Mrs. Hurdman still survives, in the 89th year of her age, and is now the oldest living settler in the County of Ottawa. She still enjoys the best of health, is very active even for a person of much greater youth, and is in the possession of all her intellectual faculties to a remarkable degree. She was a Graham—a close relation of some members of the peerage—and a near relative of Rev. George Montgomery West, D.D., of Ireland, and the Rev. Dr. West, of Philadelphia, both well-known and eminent men in literary, scientific, and religious circles. An uncle of hers, Lt.-Col. Nicolson, of the Imperial Army, died in service in the Island of Ceylon. Mrs. Hurdman's home is with her son Charles, on the old homestead near Aylmer.

Wm. H. Hurdman was born in the Township of Hull, on the 9th October, 1818—the first child of Old Country parents in this section of the Ottawa Valley; and as Lord Dufferin says of the Marquis of Lorne, it isn't his fault that he isn't an Irishman—the only reason being that his parents came to Canada a little too soon.

Mr. Hurdman has been engaged in the lumbering business since 1841; and for a large number of years past, in company with Charles and Robert Hurdman, under the name and style of "Hurdman Brothers," has been among the heaviest operators in timber in the Quebec market.

In 1873 Mr. Hurdman removed to his present home, Lot 13, Junction Gore of Gloucester, where he has a beautiful place. He owns and farms between 200 and 300 acres of land in the most approved manner, and is what may be termed a progressive man in that line, as well as in his general views. He has always taken a great interest in agricultural affairs, though farming is not his chief occupation. He was many years a Director of the Ottawa County Agricultural Society, P.Q., and is now Vice-President of the City of Ottawa, and President of the County of Russell Agricultural Societies. He excels in the possession of some of the finest stock in Canada, particularly horses. Two of his animals (which he still owns) won both medals and diplomas from both the Centennial and Canadian Commissions at Philadelphia, in 1876.

While living in Lower Canada Mr. Hurdman never took much interest in public affairs, and continuously refused to accept nominations for municipal offices. Since settling in Gloucester, however, he has evinced greater concern in matters pertaining to the municipal government, and was elected Reeve of the Township in 1877, a position to which he was re-elected in 1878 and still continues to hold, and one for which his great experience and excellent capabilities eminently qualify him.

ROBERT HURDMAN, of Gloucester, has been for a large number of years one of the leading citizens of that part of the Township in which he resides. He is of Irish descent, his father, Charles Hurdman, who was born in the County Cavan, Ireland, having settled in the Township of Hull, about two miles south of the present village of Aylmer, on the Aylmer Road, as early as 1818, when both shores of the Ottawa were



an almost unbroken wilderness. Here Robert was born, and here he continued to live till a comparatively recent date, when he removed to his present home, on Lot 14 of the Gore Junction of Gloucester, where he has a beautiful and comfortable home and a highly cultivated and productive farm.

He also carries on lumbering, and has been engaged a great many years in partnership with his brother, W. H. Hurdman, in getting out square timber for the English market. He is a man still in the prime of life, of more than ordinary intelligence, energy, and business capacity; and has a family of three sons and two daughters living.

WILLIAM UPTON, C.E., of Gloucester, is an Englishman by birth, a Russian by naturalization—a nobleman of that Empire, by promotion for distinguished services—a Canadian by adoption—a military engineer by profession—and at present, a farmer by occupation. His career has been an interesting, even romantic one. He was born in 1811, and resided in Birmingham till 1837, when he went to join his father, who had been engaged the previous year by the Russian Government to build the dry docks at Sevastopol, in the Crimea. His plans were confirmed by the Emperor, and his son, the subject of this sketch, at the early age of 16, became his chief assistant. How well these immense military works were designed, and how well executed under the supervision of the Uptons—father and son—the fierce assaults and bloody repulses of the allied armies in the Crimea afterwards attested.

In 1837, the Emperor Nicholas, on a tour of inspection of the Black Sea Department, was so well pleased with the design and execution of the work in progress that he promoted Mr. Upton, Sr., to be Lt.-Col. in the Marine Engineers. He was raised to a full Colonelcy in 1844, but died before seeing his great work completed (though not until vessels had been taken into the docks by water supplied by the canal from the Tchernayah Raichka) in 1851, and was succeeded in the chief control by his son, who managed affairs with consummate ability till the completion of the works, when he retired from the Russian military service and purchased an estate four miles from the City of Sevastopol, on the road to Balacava.

When the Russians retreated after the battle of Alma, and the allies advanced to the heights of Inkerman, Mr. Upton's house was left between the two hostile lines. It was subsequently taken possession of by General Sir DeLacy Evans, of the English Light Division, used for military purposes, and afterwards destroyed—as well as his entire estate; while he himself was taken as a prisoner-of-war by the English—though permitted to go on parole at Lord Raglan's headquarters for a time.

All who are acquainted with English history are familiar with the main points of the Crimean War, and with none more than the events of the day which the memorable charge of the Light Brigade has for ever immortalized. It is well known that the Russians succeeded, through the stupid neglect of a few English *donkeys* who held high commands in that army of *lions*, in effecting a brilliant movement which came very near resulting disastrously to the whole army. To cover their own incompetency, General Airey and Col. Steele—the former Lord Raglan's Quartermaster-Genl., and the latter his Military Secretary—accused Mr. Upton of giving false information about a certain road between the British position and Balacava Harbor. The particulars of this controversy are as much a matter of history as the fall of Sevastopol itself; and it is only necessary to say that Mr. Upton's good faith was subsequently fully substantiated, and that he now holds autograph letters from many of the best men then in the army, completely exonerating him from the charge. Among these is one from Sir DeLacy Evans, whose Division chiefly suffered that day, and who voluntarily retired from his command shortly after in disgust at the gross mismanagement and general incompetence of Lord Raglan's staff.

When the English took Mr. Upton prisoner, they promised him remuneration for his losses of property if he would give them such information as his previous relations with the Russian Government permitted him. He did this as far as he consistently could; but because they did not take the city in *four days*—as they boasted they would when they encamped on Inkerman Heights—they refused to carry out their agreement; and on his refusing to accept £500, when his losses had exceeded £5,000, they withdrew even that offer, and kept him a close prisoner of war till, through the intercession of influential friends in England, Lord Panmure, then Secretary of War, ordered Lord Raglan to permit him to return.

Subsequently, through the representations of Admiral Sir T. Lushington, Lord Palmerston referred his case to the Treasury, and he was again offered £500, which he concluded to accept; and disgusted with British justice—or rather injustice—he came to Canada with his family in 1857, and after spending the winter in Ottawa, settled on his present farm, Lot 5, Concession 2, E. F. of Gloucester, where he has built up a comfortable and pleasant home—though modest in comparison to the beautiful estate on the Balacava road, of which he was deprived, as Sir DeLacy Evans says, by “the inconsistent severities” of the English military authorities.

Mr. Upton married Charlotte, daughter of William Weston Rowles, who with his brother-in-law, Charles Ackroyd, both Englishmen, were the architects to the Russian Military Division of the Black Sea Department, and designed all the principal architectural buildings—particularly those designated the *Maison Blanches* by the English military authorities. They have a family of four daughters and one son, two of the former having been born in Sevastopol.

Mr. Upton devotes much of his time to literary pursuits and study, being an accomplished scholar; while the magnificent fortifications of Sevastopol are a tribute to his own and his father's great genius, which stamp them as the ablest military engineers of the age.

DR. BEATTY, Reeve of Richmond, is of Irish descent, his father, Alexander Beatty, having removed from the County of Wicklow, Ireland, in 1827, and settled in the Township of March, where the Doctor was born, the eldest of a family of four sons and two daughters.

The Doctor studied for his profession at the University of McGill College, Montreal. He has been practising in Richmond for the past thirteen years, and his popularity, in a professional as well as a personal sense, attests not only the success of his labors, but his superior qualities of mind and heart. He is what is termed a progressive man, even in this progressive age, and allows no amount of professional labors to detract from his services to the public welfare, in whatever direction he sees a chance of forwarding the true interests of his Village, the general well-being of the community, or the good of the country at large.

He was one of the most active and useful supporters of Richmond Grammar School while it was in operation. He is a leading member

of the Masonic body, and foremost in promoting all objects of a charitable or religious character. He was Surgeon of the 43rd (Carleton) Regiment of Volunteers until the disbandment of the corps. He is now serving the fourth successive term as Reeve for the Village of Richmond, the duties of which position, it is unnecessary to add, are performed in a manner reflecting the highest credit upon its incumbent, as well as redounding to the greatest advantage to the Municipality.

R. C. W. MACQUAIG, of Ottawa, is the fifth son of the late Lt.-Col. MacQuaig of the British Army, who was attached to the Commissariat of that Division of Regular Troops sent to this country to repel the American invasions during the war of 1812-15, through which he served; afterwards settled at Picton, Prince Edward County, where the subject of this sketch was born, March 7th, 1836, and where his father and mother subsequently died.

The MacQuaig family have always occupied a leading and influential position in the social, commercial, and political world of their native County of Prince Edward, James S., the second son, having represented it in Parliament on several occasions. He is still resident at Picton, and is the chief grain merchant and forwarder in Prince Edward County. At the last general election (17th September, 1878), he defeated the Reform candidate, Dr. Platt, of Picton, one of the most clever and popular men in the County; the first time, for several terms, that any other than a Reformer has been returned by Prince Edward to either the Commons or the Legislature. The surviving members of the family are P. F. (the eldest) and Jas. S. (M.P.), both of Picton; Mrs. Glass and Mrs. Oreswell, of the City of Belleville; John F., of Toronto; and the subject of this sketch.

Mr. MacQuaig, while a young man, was engaged in various occupations, and in different parts of the County, having commanded a steamboat on the St. Lawrence for a long time; but was married some years ago to Lucy Elizabeth, third daughter of the Rev. Canon Bleasdel, M.A., of Trenton, since which he has permanently resided in Ottawa. His occupation is General Insurance and Real Estate Broker, Valuator, and Loan Agent. He keeps a general Steamboat and Railway Ticket office at No. 60 Sparks St., and is also Official Assignee for the County of Carleton.

Though still a comparatively young citizen of Ottawa, Mr. MacQuaig takes a lively interest in all matters tending to its material prosperity and advancement, particularly in the efficiency of the citizen soldiery, which are such a credit to the Capital, and to which he was attached as Captain for a number of years, in that splendid corps, the Ligar Rifles.

HENRY P. WRIGHT, M.D., of Ottawa, is the son of W. R. Wright, an officer of the Department of Militia and Defence, and for over 30 years a member of the Canadian Civil Service. He was born in Toronto in 1850, and educated in that City and Quebec, pursuing his professional studies at the University of McGill College, Montreal, where he graduated in 1871, at the head of his class, receiving his degrees of M.D., C.M., which he afterwards supplemented by becoming a member of the College of Physicians and Surgeons of Ontario. He then located in Mooretown, Lambton County, where he acquired a satisfactory practice; but preferring city life, removed to Ottawa a number of years ago, since which time he has been actively engaged in his profession. To this he devotes his whole time and energy, and with a success which has already resulted in a very large and lucrative practice; while both personally and professionally he is a gentleman possessing the highest esteem of the community in which he resides.

CAPTAIN ROBERT WALKER, of Fitzroy, was born in the County of Tyrone, Ireland, 6th November, 1859, and came to Canada with the family of his father, Robert Walker, Sr., who settled in 1842 in the Township of Fitzroy, where he still resides.

Mr. Walker, though owning a very fine property, and being engaged in farming, also carries on a general agency business, in a number of different lines. He is general agent for a number of first-class agricultural implement manufacturing firms, as also for several stove manufacturers, and insurance, appraising, loaning, and conveying occupy much of his time; while his magisterial duties, in connection with his position of Justice of the Peace, are very numerous for a rural magistrate. Altogether, he does an amount of business, and with such results, as could not be accomplished by any but a man possessing an exceptional amount of energy and business tact.

He is married to Margaret, daughter of John Baird, of Fitzroy, and has a family of seven sons and two daughters; is Captain of the Fitzroy Volunteer Infantry Company, attached to the 42nd Regt. of Brockville; and though a still a young man, is one of the most active and influential in promoting all measures tending to benefit its citizens, by whom he is already looked upon as one of the leading men of the community.

JAMES SIEVRIGHT, J.P., of Gloucester, is a Scotchman by birth, though English by extraction, the Sievrights having emigrated from England at an early day, to Aberdeenshire, Scotland, where James was born being the second of a family of two sons and four daughters of George and Elizabeth Sievright, his mother's maiden name being Smith. Old Mr. Sievright emigrated to Canada in 1834, with all his family except his eldest son, and settled on the present homestead, Lot 6, 4th Con., Rideau Front of Gloucester. He resided here till his death in September, 1862, in his 89th year, Mrs. Sievright having died two years previously, at the age of 71.

The brother who was left in Scotland subsequently entered the Civil List, and has attained to distinguished eminence in the Imperial Diplomatic Service. He has been rewarded by Her Majesty by having a number of titles of rank conferred upon him. He is now the Baron d'Everton, and a Knight Grand Cross of St. Michael and St. George. He has been for a number of years a resident of the Island of Corfu, and is Her Majesty's Consul-General to the Ionian Islands.

The other brother, James, the subject of this sketch, though only a Canadian farmer, has likewise distinguished himself in his own sphere. He has always been active in the promotion and advancement of all matters tending to the public welfare. He was for many years Town Clerk, previous to the establishment of the present municipal system in 1850. He then became the first Reeve of Gloucester, a position which he satisfactorily filled for a number of terms. He was a Captain of Militia for many years, and is one of the oldest Justices of the Peace in the Township.

He married, in 1858, Isabella P. Smith, of Aberdeen, Scotland, but has no family. He is a thorough-going man in his own business, as is shown by the prosperous and husbandman-like appearance of everything about his place; while his intelligence and popularity are attested by

the many civic honors which his fellow-citizens have conferred upon him.

A. O. F. COLEMAN, V.S., of Ottawa, is a native of the City of Bath, Somersetshire, England, whence he emigrated to Canada in 1866, and being attracted by the field open to veterinary practice, he at once entered the Ontario Veterinary College, and remained permanently at that institution till he graduated with Diploma in 1868.

Commencing practice in the City of Ottawa, where he arrived a total stranger, his tact and abilities soon led him into the confidence of the citizens, while his success and attention to business gained him a professional practice which has developed to the largest proportions. He is now V.S. to His Excellency the Governor-General; V.S. to the Princess Louise Dragoon Guards; V.S. to the City of Ottawa Agricultural Society; one of the Directors of the Ontario Vet. Med. Association, and President of the Central Canada Vet. Med. Association.

Mr. Coleman is a great lover and patron of field sports; and being possessed of a genial disposition, as well as good business abilities and intellectual capacities, he is—for a young man—exceptionally popular with his fellow-citizens, as a proof of which they have chosen him to the important and honourable position of City Alderman, from St. George's Ward, for the year 1879.

HEZEKIAH MARLIN, of Gloucester, is of Irish descent, being the eldest son of Robert and Matilda Marlin, the former of whom was the first settler in the western part of the Township of Osgoode, in 1830, where he subsequently married Miss Matilda Clarke, of the same place, the fruit of which marriage was a family of three sons and four daughters. One of the former was for a number of years a non-commissioned officer of the North-West Mounted Police; another has been a resident for some years of the United States; while Hezekiah, the eldest, manages the homestead, which consists of a very fine property of 200 acres of the best land to be found in this locality. The “Russell Road” runs through the property, which is situated about seven miles from the Parliament Buildings. The newest and most approved patterns of implements of husbandry, as well as a superior strain of all kinds of stock, bear witness to the prosperity of Mr. Marlin, and his enterprise as a progressive man in his profession.

He also evinces a laudable interest in public affairs, and is one of the leading men of the Conservative party in his section; while his abilities are generally recognized, and his popularity is attested by his election to participation in the management of Township affairs for several successive terms. He is at present a Deputy-Reeve of the populous and important Township of Gloucester, and is looked upon as what may fairly be termed a rising young man.

He was born about the year 1842, in Osgoode, where his father lived for a number of years previously to his settlement on the present homestead, in 1857.

RICHARD KIDD, J.P., is the son of Thomas and Sarah (formerly Copeland) Kidd, from the County Carlow, Ireland, who settled in 1821 in what is now the Village of Frankstown, in the County of Lanark, there being but two other families at that time living within a radius of several miles of the place. Here Richard, the youngest of a family of three sons and one daughter, was born in 1825; and even up to the time of his arriving at boyhood's years, the County was not yet so far advanced from the embryo state of nature but that he was familiarized in his early life with all the trials and hardships which beset the first European settlers in their new Canadian homes. When 25 years of age he removed to Huntley, and married Elizabeth, daughter of William Hodgins, one of the oldest settlers in Goulbourn. She lived but a brief period, and he subsequently married her sister Mary Anne, who still survives, and they have a family of four sons and four daughters. Mr. Kidd was, from his first advent in Huntley, the principal business man in the Township, or in that section of the County. He was extensively engaged in mercantile pursuits from 1850 till within the past couple of years, and his business ability and personal good qualities secured him a trade which has left him in affluent circumstances. All his boys but one are away from home studying professions that one manages the farm—a beautiful and valuable property of over 200 acres.

Mr. Kidd has for over twenty years been a Justice of the Peace; was for nineteen years a member of the Township Council; is one of the oldest Volunteer and Militia officers in his section; a Commissioner in Bankruptcy, and an issuer of marriage licenses for over 20 years. His time is very much occupied in attention to magisterial functions, and such legal work as conveying, &c.

He is a leading member and active supporter of the Episcopal Church; has been identified with the Orange body for forty years, and for about half of that time has directed the deliberations of a lodge, as its Master. As a citizen and a gentleman, Mr. Kidd is held in the highest esteem, and is still—as he has been for many years—looked upon as one of the leading men of the County.

EDWARD ARMSTRONG, J.P., Reeve of Huntley, born in that Township in 1833, is the son of Thomas and Mary (Johnston) Armstrong, who arrived from the County Fermanagh, Ireland, and settled in the Township in 1822, among the first pioneers, on Lot 16, Con. 4. Mr. Armstrong is a farmer by occupation, and one of the best specimens of the rural representative men of Carleton County. Besides having been a Justice of the Peace for many years, he has sat a long time at the Council Board—during four years of which he represented Huntley in the County Council as Deputy Reeve; and for the past five years he has been Reeve of the Township—the duties of which station he is said to perform with strict impartiality and marked ability.

JAMES MILLS, J.P., Reeve of Torbolton, is the son of Edward and Anne Mills (maiden name Hill), and grandson of James Mills, a Sergeant of the British Army, who settled in Richmond in 1818, with his family, of whom Edward had been born in the County of Leitrim, Ireland. He was a man of more than usual prominence in the new settlement, and an officer of Volunteers during the Rebellion, being present at the battle of the Windmill. His son still retains as a family relic the full-dress coat worn by him on that occasion. He was a Lt.-Col. of Militia at the time of his death.

James Mills was born in Richmond in 1830, the eldest of a family of nine sons and four daughters, and moved to Fitzroy at an early date, where he has been engaged in lumbering operations and mercantile pursuits with varying success. He was the first Postmaster of the Village of Kinburn. Although he only settled in Torbolton some two years since, he has already come to the front in the administration of public affairs, and was last year elected Reeve of the Township. He has 300 acres of land, which, although a wilderness two years ago, now presents a large area of fertile and well-cultivated



fields, a fact attesting his energy in whatever line of business he applies himself to.

The spirit which the first military service in the world implanted in the breast of the grandfather did not degenerate with the death of the son even, but is still inherent in the grandson. Mr. Mills has been an officer in the 42nd Regiment of Volunteers ever since 1863, during which time he has been several times on active frontier service with his Regiment, including both Fenian Raids. He is also a graduate of the Military School at Kingston.

He married, in 1855, Catherine Armstrong, of Fitzroy, and they have a family of seven sons and two daughters surviving.

Mr. Mills is one of the most enterprising citizens of his Township, by whose inhabitants he is looked upon as one of its rising men.

HENRY A. BENNETT, of Richmond, is the third son of John Bennett, J.P., a native of Wexford, Ireland, who settled in Goulbourn in 1826, when quite a young man. He married here, and had a family of three sons and two daughters, who still reside in the neighborhood of Richmond.

Mr. H. A. Bennett's occupation has chiefly been devoted to agriculture. He also owns the old Lyon Mills—the first built in the County of Carleton, by Capt. Lyon, immediately after the first settlement of Richmond. He is one of the largest property owners in the Township of Goulbourn; and, possessing ample means as well as a refined taste, has spent much of his time in travel. In political and public matters he is an energetic and influential worker, being well versed in all the details of matters municipal, and the principles of political economy, though he has never yet sought office or position. He is a liberal-minded and companionable gentleman, personally very popular, and looked upon by all his acquaintances as a rising young man.

JAMES HODGINS, deceased, late of the Township of Huntley, was born June 4th, 1809, in Tipperary, Ireland, and emigrating to Canada, settled in the Valley of the Carp in 1821, almost the first settler in the Township. He was the only son of a family of five children of Thomas Hodgins, who came to Canada with his family at the above date, and resided in Huntley till his death, at a great age.

Mr. Hodgins followed lumbering a good deal in the early days of the Township's history, but was for many years engaged exclusively in farming. He was always deeply interested in, and a liberal supporter of, all religious and educational institutions, and was many years a member of the Township Council.

He married, in 1845, Eliza, daughter of William Holmes, and cousin to John Holmes, ex-M.P. of Carleton, who was born at Calcutta while her father was serving as an officer in the British East India Service. Mr. Hodgins died on 27th August, 1876, deeply mourned by hosts of friends, but most particularly so by his widow and family of five sons and four daughters, who still survive.

ADAM HODGINS, of Huntley, was the fourth child of the family of the above-named gentleman, and was born in Huntley in 1845, where he has always followed farming as his occupation, having one of the finest and best kept places in the County. He is a scientific farmer, and devotes much time and money to the improvement of stock, having some very fine short-horns and a number of pure Clydesdales, and is considered one of the leading farmers in the community of which he is a highly respected member.

JAMES JOHNSTON, of North Gower, a native of County Cavan, Ireland, came to Canada with his parents in 1841, his father dying at Montreal, while on his way to the Township of Goulbourn, where James, who was then but 14 years of age, settled in June of the same year. After hiring out as a farm laborer for a few years he had saved enough to buy a bush farm in North Gower, which was then, in fact, nearly all bush, or at least that part of it where Mr. Johnston now lives. After owning several farms in succession, he built, and for a while carried on, the first store in North Gower Village. In fact, when he did this there was but one log house in the limits of the present Village. He subsequently erected a building for a public-house, the first ever kept in the place. He has carried this on ever since, and the name of "Jimmy Johnston" has long been a household word throughout the District as "one of the boys" who knows how to run a hotel.

As a proof of his honesty and correct business habits it is only necessary to mention that he has been Bailiff of the Division Court of the County of Carleton ever since its organization, over 30 years ago. He was also proprietor of the first stage line connecting North Gower with the outside world, and at one time he ran as many as four different stages in as many different directions. He is literally a self-made man, a man of enterprise, and one who has deserved, as well as achieved, success.

He married Mary Anne, daughter of Thomas Daley, of Huntley, who still survives, but they have no children. Mr. Johnston, though still in the prime of life, is now the oldest settler living in the Village of North Gower or its immediate vicinity; and after saying what we have of him, it is scarcely necessary to add that he is one of the most highly respected citizens of the community.

JAMES HARRIS, V.S., of Ottawa, is a Scotchman by birth, who came to Canada in 1857, after having graduated in the Veterinary College of Edinburgh. Having selected Ottawa as his future home, he commenced the practice of the Veterinary Art, which, under strict attention, skilful manipulation, and close adherence to honest business principles, has resulted very agreeably to his patrons and successfully to himself. His practice is at present of such extent that it requires his whole time and most diligent application to keep up with it.

Mr. Harris, though born in the land of the heather, is proud of being a Canadian; nor does he forget a Canadian's patriotic duties. He has been prominently connected with the Active Militia and Volunteers of Ottawa for the past eighteen years, and is at present Veterinary Surgeon to the Ottawa Field Battery.

JOHN NELSON, of the Township of Nepean, is one of the many self-made men of the County of Carleton whose position and success have been achieved by a hard battle with the world—a battle of indomitable will and persevering courage against the frowns of fortune, the perplexities and embarrassments of poverty, and the many obstacles which an unsympathizing public, "cold as charity," are ever too willing to place before those whose necessities are their misfortunes rather than their faults.

The subject of this sketch is the son of Thomas Nelson, of County Leitrim, Ireland, whence he emigrated to Canada, and settled in Bytown in 1831, when John was still very young. The advantages of education were luxuries which the circumstances of Mr. Nelson's

father prevented him from bestowing upon the son; and as soon as John was big enough to work, labor—not learning—was his allotted task. He worked for many seasons as a common laborer in the lumber woods, and being a reliable and steady man, was finally entrusted with more responsible positions—finally "jobbing" for some of the leading lumbermen. In this he was very successful, and accumulated considerable money, which he invested in real estate. He now owns a valuable and beautiful property, and has been for some years engaged principally in farming—being among the leading agriculturists of this section of country.

Although himself deprived, when a boy, by overruling circumstances, of educational acquirements, he wisely appreciates their advantages, and is a warm friend to all institutions tending to promote the instruction and improvement of the youth of the country. Of his three sons, one is studying for the ministry, in Montreal, another for law, in Toronto, while the third is still quite young.

ARCHIBALD MCKELLAR, of Nepean, is a native of Scotland, where he was born in 1813. He is the son of Duncan McKellar, of Argyle-shire, who married a Miss McCormack of the same place. Mr. McKellar married, while still in Scotland, Agnes Pollock, of Renfrew-shire, and they came to Canada with their family—consisting of one son and two daughters, who still survive—in 1841, and at once settled on his present farm on the Richmond Road, since which time he has been continually engaged in farming. In this occupation he holds a leading position among the most successful and intelligent of the yeomanry of Carleton County. He owns a large property—one of the very finest in this beautiful section, and the splendid condition in which buildings, lands, stock, implements, &c., are all kept, is ready proof to even the passing stranger that the owner is a man of refinement and good taste, as well as possessing that practical knowledge and energy which make one master of his profession.

Though Mr. McKellar has never taken an active interest in public affairs, he is a very courteous and highly intelligent gentleman, respected and admired for his social qualities and business capacity by all who know him.

MATTHEW HERON, of Gloucester, is the son of Gilbert Heron, of the Parish of Loggie, Aberdeenshire, Scotland, who came to Canada in 1834, and settled in the Township of Gloucester.

His family of eleven children all accompanied him except one son, who has been for many years a leading wholesale merchant of Glasgow. In connection with his Canadian and American trade, he has crossed the Atlantic over one hundred times. The others all settled hereabouts, and the Herons form a numerous and influential portion of the inhabitants of Gloucester.

Matthew Heron now lives on the lot his father first settled on, No. 20, of the Gore Junction. It was at that time a primeval forest, but is now one of the finest farms in every respect to be found not only in the County of Carleton, but in any part of the Province; Mr. Heron's reputation being deservedly that of a first-class farmer, of the progressive school. From the beautiful residence—one of the finest in the County—to the smallest outbuildings, everything is just as it should be; and the good taste displayed in laying out the farm, as well as the superior manner in which it is cultivated and kept up, mark Mr. Heron—who has never mixed in public affairs, but devoted himself energetically to his occupation—as a man who excels in the particular sphere in which his lines are cast. Everything about him bears evidence of good management and refined taste, which do credit to the "land of the heather and the flood," which has produced many such as him, who have done so much to make Canada what it is.

Mr. Heron was twice married, his present wife being a daughter of George Christie, now living with them, in his 94th year; and his family consists of two sons and one daughter.

H. O. WOOD, P.L.S., of Gloucester, is of U.E. Loyalist descent, his paternal ancestors having taken an active part in support of the King's prerogative during the war of the Revolution, and being obliged in consequence to abandon their property and fly from their former homes in New Jersey after the recognition of American Independence. His great-grandfather was a man of prominence in his old home, and having been captured in arms by the Continental troops, was held in duress for a length of time after the declaration of peace before being released; after which he immediately came to Canada, the land of promise of His Majesty's loyal refugees, and settled near Cornwall.

His grandson, Leonard Wood, in due time married Margaret Cook, a descendant of another U.E. Loyalist family, of the vicinity of Cornwall, where both were born, and six sons and four daughters, their children. H. O. Wood, also born in Cornwall, but who now resides on Lot 3, Con. 3, Rideau Front of the above Township, is the eldest.

He first settled in Carleton, in the Township of Osgoode, over 47 years ago, with his father, that Township being an almost unbroken wilderness.

He chiefly follows land surveying and civil engineering, in which profession he is considered without a superior. He has devoted himself assiduously to professional duties, and never taken an active part in municipal or political affairs. Though professional duties occupy almost his entire time, yet he manages to run a small though first-class farm in a first-class manner; and his house, which is one of the finest country residences in the Township, is a picture of comfort, neatness, and good taste; while socially, as well as professionally, Mr. Wood is a valuable adjunct to the society of the community in which he lives, and of which he is a highly respected member.

E. MOHR, of Mohr's Corners, in the Township of Fitzroy, is the youngest of a large family of John C. Mohr, a native of Berlin, Germany, who settled in Canada at an early age, marrying Miss Rebecca Trundle, of Brockville, after which he removed to the Township of Eardley, in Ottawa County, P.Q., but subsequently removed to Onslow in the County of Pontiac, where he was born in 1840.

Mr. Mohr has been engaged from his youth in lumbering operations, and never displayed any taste for public affairs, or evinced a desire to engage therein. He has been a resident of Mohr's Corners (named from a brother, a leading man of the place for a long time) but two years. On his mother's side he is of U. E. Loyalist descent, the Trundle family having been forced to fly from their former homes in the U.S. immediately after the Revolutionary War, and settled at Brockville among the pioneers of the north shore of the St. Lawrence. Mr. Mohr has a fine property, is an enterprising business man, and a highly respected citizen.

PETER DOYLE, deceased, late of Manotick, was one of the many self-made men of whom the County of Carleton has always possessed so large a proportionate share. Born in King's County, Ireland, he

was left destitute by the death of his father, when very young. Before the age of 16 years, however, he had earned and saved enough to pay his passage to America—a very difficult thing in that day and in that country, for a boy of comparatively tender years. On arriving in America he settled in the State of New Jersey, where he lived for eleven years, and where he married Annie Bergin, a native of Nepean Township, Ont., through whose influence he was afterwards induced to remove to Canada. They arrived in Ottawa in September, 1870, where they kept a hotel for over a year, since which time till the time of his melancholy death, July 15th, 1878, he kept a public-house at Manotick. His tragic end, which was caused by a fall from a load of hay beneath the feet of his horses, where he was instantly kicked and trampled to death, is still fresh in the minds of the inhabitants of Carleton, and will never cease to be cause of deepest regret to his numerous friends, and of bitter anguish to his grief-stricken family, whose presence he left smiling, and in health and contentment, but a few moments previous to the dreadful event which robbed them of a kind and loving husband and father.

Mr. Doyle was honest, industrious, and prudent; and while his correct habits conduced to his worldly prosperity, his geniality of disposition made him highly respected while he lived, and deeply regretted when he died. He left a family of four interesting little children, and his widow continues to carry on his business.

WILLIAM A. ATKINSON, of Carp Village, who is a native of Northumberland, England, came to Canada in 1851, and was connected in various capacities with milling interests in the City of Ottawa for over twenty years. Casting about him for a location to establish business on his own account, he selected the Township of Huntley, and has just erected and got into splendid running order, by far the finest and most complete grist-mill in the County, outside of Ottawa City. It is built at Carp Village, on the Carp River, but is operated by steam; and is designed for both gristing and flouring, contains three run of stones, is driven by a 50-horse power engine, and has a capacity of 100 barrels per diem. It is the only grist-mill within a distance of 14 miles, on either hand; and this, coupled with the fact that it contains all the latest patterns and appliances and most approved machinery, and is managed by a master of the business, seems good ground on which to base anticipations of a very extensive trade—and this impression is corroborated by the fact that in exactly two months from the first opening (1st September, '78) Mr. Atkinson did a trifle over 10,000 of custom work, and at a season when roads and weather were at their worst.

JOHN PHELAN, deceased, late of the Township of North Gower, was the son of Edward Phelan, of Queen's County, Ireland, whence he emigrated to America in 1825. He intended settling in Canada, but on his way westward, was hired by an American in Montreal to work on a farm near Potsdam, New York, where he resided for some six years, afterwards living in various parts of the United States; and finally coming to Canada, he purchased and settled upon Lot 16, Con. 2, of North Gower—then a forest in its primeval state. He devoted himself with energy to the clearing of land, and at the time of his death, which occurred in February, 1874, he was owner of Lots 16 and 17, on which about 300 acres were under plough, and on which he has erected the finest house in North Gower, and one of the finest in the County of Carleton.

He married, in 1842, Miss Margaret McCarthy, of Goulbourn, and the four sons and eleven daughters, the fruit of this marriage, comprise a family who, for intellectual capacity, and the general esteem in which they are held, are not excelled. John Phelan, Jr., the second son manages the estate. The third son, though yet quite a young man, has already made his mark as a medical practitioner in the City of Kingston.

Mr. Phelan himself was a man whose energy and industry gave him an enviable degree of worldly success; while his course of every-day life was such as to make his acquaintance a pleasure to all who possessed it, and his death most deeply deplored by those to whom he was best known.

W. H. BUTLER, J.P., of the Village of Richmond, is the eldest son of Benjamin Butler, of Tipperary, Ireland, who came to Canada in 1842, and settled in the Township of Goulbourn with his family, consisting of six sons.

Mr. Butler was a lad of only thirteen years at the time, and when less than fifteen struck out for himself, and learned the tanning trade. He is now a J.P.; has been Postmaster of Richmond for many years; a Captain in the Reserve Militia; and a Village Councillor. He carries on a tannery, a general mercantile business, and the manufacture of boots and shoes. He was actively connected with the Richmond Grammar—afterwards the High—School during its existence, and has sat at the Village Council Board for many years—two years of that time filling the position of Reeve.

He was married, in 1851, to Sarah Anne, daughter of Francis Abbott, of the Township of Nepean, and has a family of two sons and two daughters.

WILLIAM DOOLEY, of Carp Village, is among the most enterprising men in his line to be met with in the County. He is the son of William and Mary Anne (Fitzgerald) Dooley, of Tipperary, Ireland, who came to Canada in 1830, where William Jr. was born in 1840, being the eldest of a family of nine children, of whom but four still survive.

Mr. Dooley has lived a great part of his life in the U.S., and been twice married—first to Miss Rosanna Hamilton, who left a child surviving, and subsequently to Miss Bella McWhinney, of Huntley, in which place he has himself lived since 1865. He keeps a public-house and sells all kinds of agricultural implements; his character for honesty and good-fellowship giving him a well-deserved popularity among business men and the travelling public; while the amount of "value received" always to be found at his house, makes it the favorite resort of the Township for all travellers.

WOODBURN'S PRINTING ESTABLISHMENT, which is conveniently located opposite the Russell House, Ottawa, is under the management and proprietorship of Alex. S. Woodburn, a gentleman for a great number of years prominently identified with public enterprises of the City and County, particularly in connection with their various agricultural societies which it is not too much to say owe their past success and present flourishing condition to his energy and devotion to their prosperity. He is the son of James and Martha Woodburn (maiden name Mayne), of the County Derry, Ireland, where he was born in 1831, and whence he emigrated to this country and settled in Bytown in 1841. Having served his time at printing, he was engaged for a number of years as foreman in the office of the old Bytown Gazette, while under the pro-



prietorship of Sheriff Powell and Alex. Gibb, Esq.; subsequently entering into partnership with the late J. G. Bell, who died in 1874, since which time he has carried on the business alone, and added facilities for book-binding, mercantile, legal, official, and book printing of every description. There are five steam presses in the establishment, which is heated throughout with steam, and possesses all the modern improvements, combining comfort with the quick despatch of the best kinds of work in all the lines represented. In all those features Mr. Woodburn's establishment compares favorably with similar ones in our larger cities.

JAMES HOPE & Co., Importing and General Stationers of Ottawa, have one of the finest and most complete establishments in their line to be found in any city or town in the Province. The head of the firm, Mr. Hope, was born in Northumberland, England, but has resided in Ottawa and been engaged in the book trade since 1857. His splendid stone building on the corner of Sparks and Elgin streets contains on each floor of its four storeys distinct branches of the trade in which the firm are engaged. On the ground floor the retail department is located; on the second floor, the offices and sample rooms; on the third, the manufacturing business is carried on; and on the fourth are located the printing, engraving, and lithographing rooms where can be found every description of plain and colored lithographic printing, engraving, copper-plate printing, die-stamping, letter press and sheet-music printing, &c., &c. In addition to their business at this establishment, they carry on one of the finest retail book stores in the country, in the splendid new wing of the Russell House block.

As a business house the Messrs. Hope & Co. enjoy the reputation of being a first-class firm, and as business men they possess the highest standing.

A. & S. NORDHEIMER.—The name of this celebrated firm has been for the past generation synonymous with all that is worth having or knowing in the musical world. It is the oldest house of the kind in Canada, having been established in Toronto, where their head office now is, as early as 1843. During this period their business has expanded to such an extent that they found it necessary from time to time to

establish branch houses in other parts; and of these they now have one each in London, St. Catharines, Kingston, and Ottawa. The latter is the oldest of all the branches, and is under the management of W. G. Blyth, a gentleman who has had 15 years' experience in the trade, and is perfectly acquainted with its many details.

The firm deal in every imaginable variety of musical instrument, one of their life-long rules being never to handle a single instrument except those of the very best makers. In pianos they are the sole Agents in Canada for the celebrated houses of Steinway & Sons, Chickering, and Dunham, and the Prince (Buffalo) organs. Their Ottawa establishment contains a magnificent and beautifully arranged stock of every kind of musical instrument in use, together with all the latest and best music; and the lover of the sublime art, whether amateur or professional, can at all times find much here to repay a visit.

N. MARKS' JEWELLERY STORE on Sparks Street, Ottawa, is one of the finest establishments of the kind—not only in the Capital City—but in any town of equal size in the Dominion. The elegance and costly character of his stock, and the taste displayed by Mr. Marks in serving the wants of his customers, are the result of 15 years' active experience in the London, England, jewellery trade, and a number of years in the wholesale trade of Montreal—which latter place he left some seven years ago to carry on his present business. His English and Continental experience gives him advantages in buying which few in the trade possess, and his selections are all made by direct importation from the manufacturers of London, Birmingham, Paris, Neufchâtel, Loole, Boston, New York, Philadelphia, Waltham, Meriden, and Elgin. For the elegance of his stock, the perfect arrangement in its display, and the completeness of every detail, Mr. Marks's establishment is one which admirers of that variety of goods will be delighted to inspect.

CLUFF'S VICTORIA LIVERY BOARDING AND SALE STABLES are among the institutions of the Capital, and are the finest in the City, and second to none in any other city of similar size. The proprietors have lately purchased a very valuable lot extending from Queen to

Albert Street, and immediately in rear of the Union House, in close proximity to the Windsor, Russell, and City Hall Square. They have now in process of erection a series of buildings, which when completed will be the model of the Ottawa Valley for extent, convenience, and systematic arrangement—the blacksmithing and carriage building required in connection with the establishment being carried on upon the spot, in compartments specially designed for the purpose.

The Cluff Brothers are sons of Isaac Cluff, of County Fermanagh, Ireland, a blacksmith, who was one of the pioneers of Bytown, in 1832. His family were born and have been brought up here. Mr. W. H. Cluff, who manages the business for the firm, has been engaged in various branches of trade, and is a very active and popular business man. He was for nearly twelve years connected with the active Volunteer force of the city—having been Captain of No. 4 Battery of the Ottawa Brigade of Garrison Artillery for seven years—during three years of which he acted as Adjutant of the Brigade.

MESSRS. JOHNSTON & ATKINSON, general merchants, of Carp Village, are among the progressive men of Carleton County, who, with a correct idea as to the requirements of the times, have discarded the antiquated notions prevailing on trade in our grandfathers' day, and introduced a live business on live trade principles. They buy and sell *for cash*, being the first business firm in their part of the County who dared to branch out from the old-fogey credit system into the correct plan of mercantile transactions. As they buy for cash they can sell for less than others, and as they sell for cash they make no bad debts, and the general effect has been the building up of a very large and prosperous trade, from comparatively small beginnings, within two years; having started out on the above principle in Nov., 1876. They have both had extensive experience, however, in mercantile transactions, having been engaged for years previous to 1876 in two of the leading wholesale houses of the Capital. Mr. Atkinson is a native of York Co., Ont., and Mr. Johnston of L'Orignal; and they are married to sisters, daughters of Alfred Cass, Esq., of the latter place. Their enterprise has earned the success it merited, and they are already looked upon as among the leading business men of the County.











DEPARTMENTAL BUILDINGS.  
(WESTERN BLOCK)

Entered According to the Act of the Parliament of Canada, in the Year One Thousand Eight Hundred and Seventy Nine by H. Bolden & Co. in the office of the Minister of Agriculture.  
THE PARLIAMENT BUILDING

DEPARTMENTAL BUILDINGS.  
(EASTERN BLOCK)

PARLIAMENT SQUARE,  
OTTAWA, ONT.



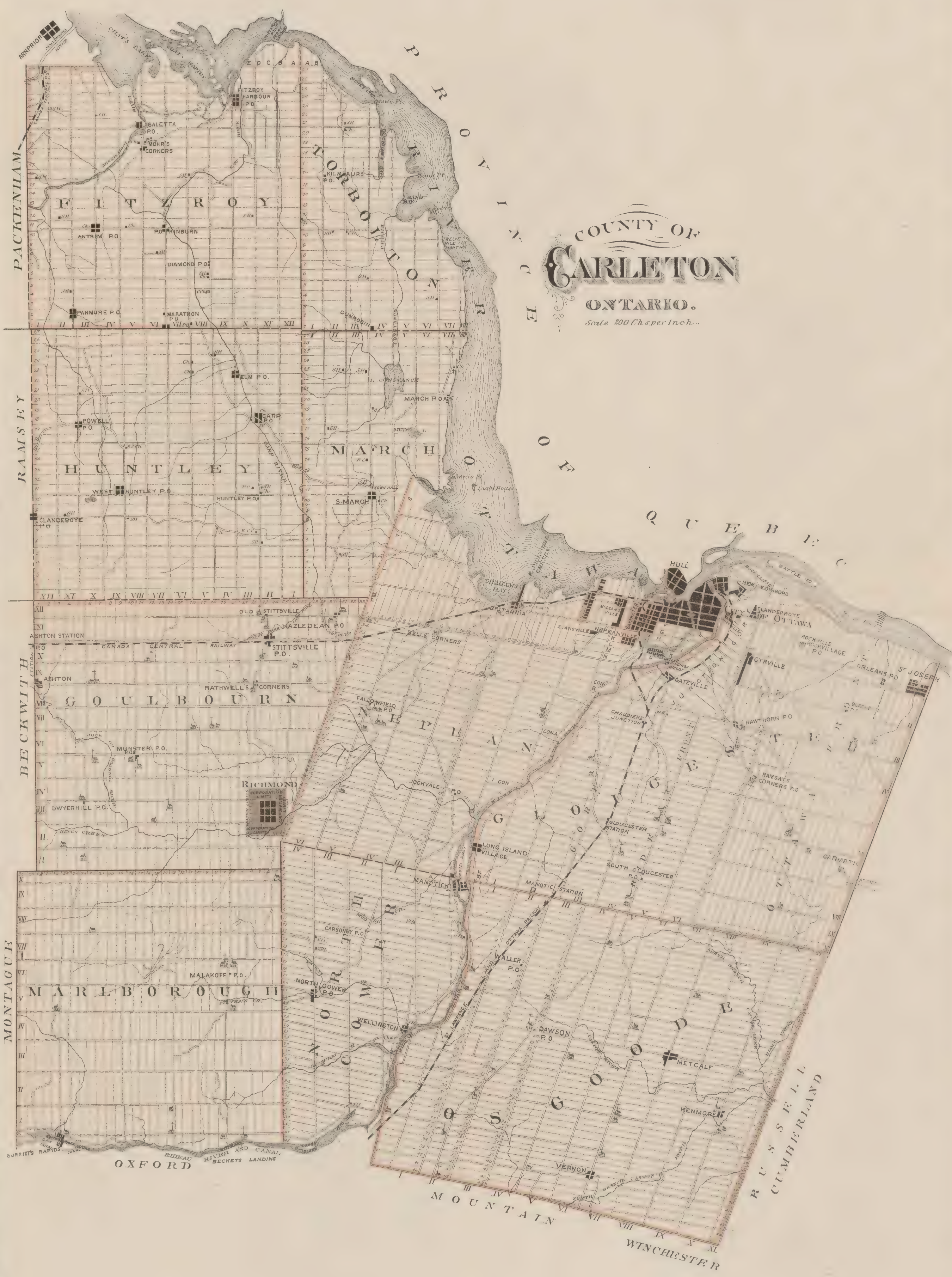


RES. OF JAS. McLAURIN. CON. 6, LOT 21, OSGOODE T<sup>R</sup>, ONT.



RES. OF ARCHD McKELLAR. CON. 1, LOT 28, NEPEAN T<sup>R</sup>, ONT.





COUNTY OF  
**CARLETON**  
ONTARIO.  
Scale 200 Chs per Inch.

PACKENHAM

RAMSEY

BECKWITH

MONTAGUE

OXFORD

MOUNTAIN

WINCHESTER

CUMBERLAND

MARLBOROUGH

GOULBOURN

MARCH

HUNTLEY

FITZROY

TORBOLTON

COUNTY OF  
**CARLETON**  
ONTARIO.

Scale 200 Chs per Inch.

QUEBEC

MOUNTAIN

WINCHESTER

CUMBERLAND

MARLBOROUGH

GOULBOURN

MARCH

HUNTLEY

FITZROY

TORBOLTON





*Edward Sherwood (deceased)  
late Registrar Co. Carleton.*



*A. Sherwood  
Deputy Sheriff.  
Ottawa.*



*W. Bance  
Mayor of Ottawa 1878.*



*Wm. Leman  
Clerk of the Court*



*Robert Lees Q.C.  
Ottawa*





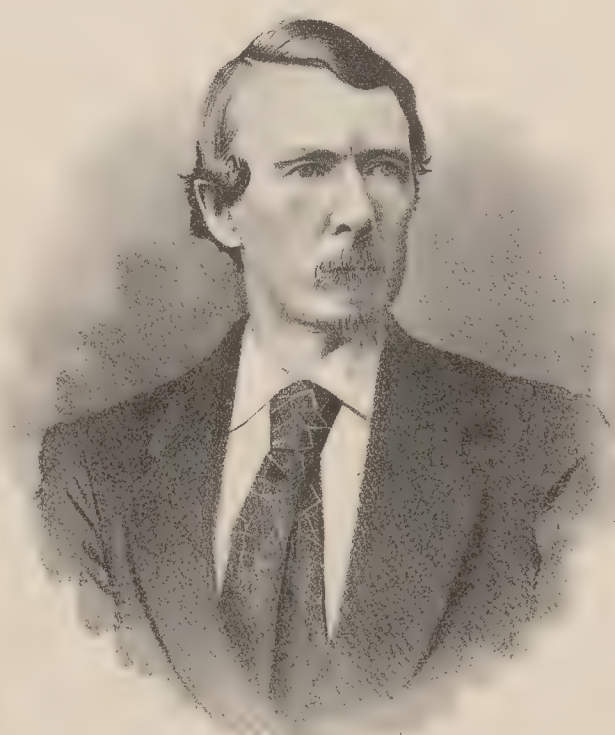
Judge Armstrong (deceased)  
Junior Judge Carleton Co.



E.P. Daves  
Pm  
Hawa



Thomas G. Viers.  
Warden L. & L.

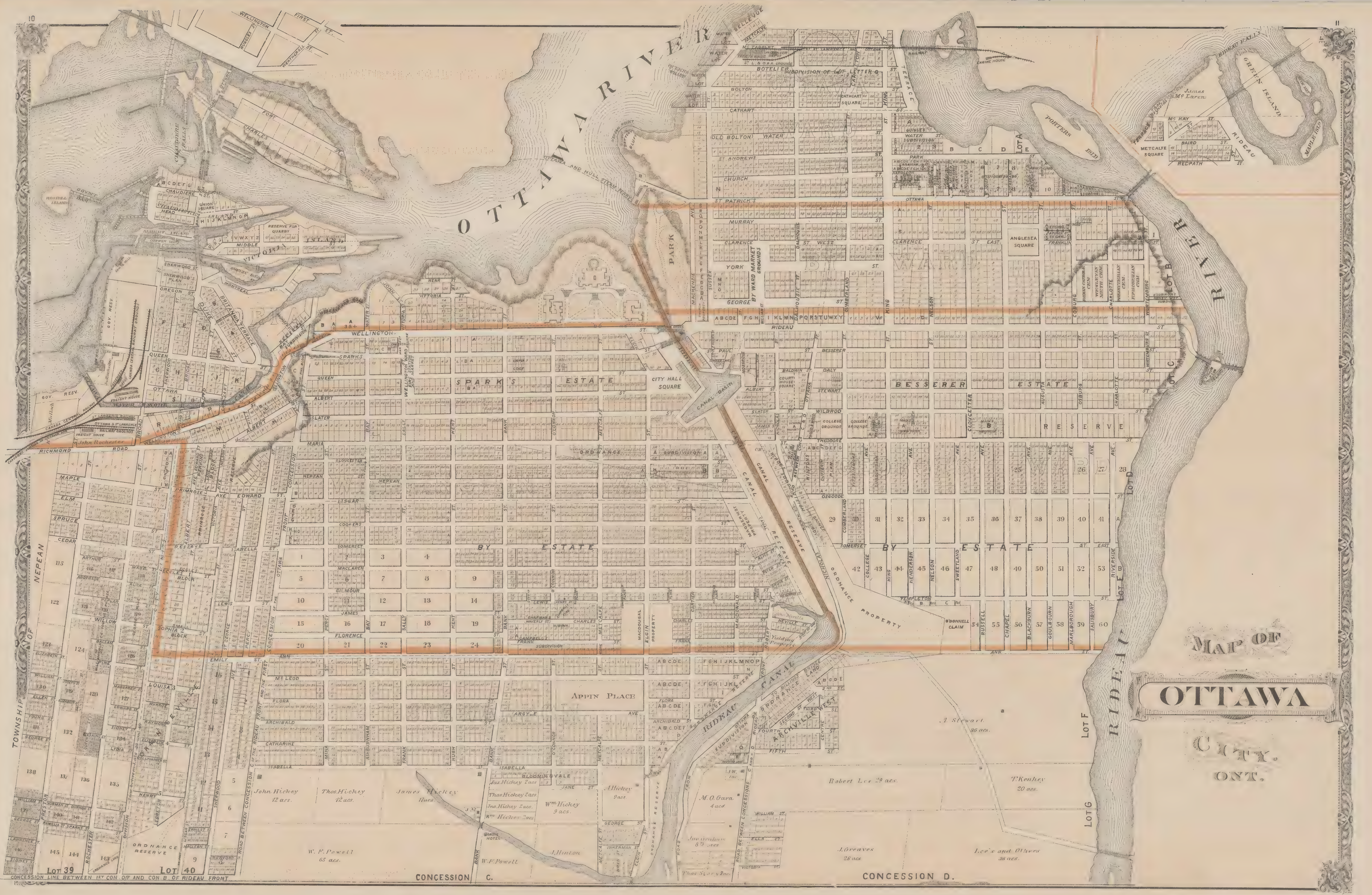


W.A. Miller  
County Registrar,



Hawken  
asst. P.M.  
Ottawa.





MAP OF  
**OTTAWA**  
CITY.  
ONT.

TOWNSHIP OF NEPEAN

CONCESSION LINE BETWEEN 1ST CON. OF AND CON. B. OF RIDEAU FRONT

CONCESSION C.

CONCESSION D.





*C. H. Mackintosh*



"CITIZEN" PRINTING & PUBLISHING OFFICE,  
SPARKS ST. OTTAWA, ONT.



RES. OF MR. C. H. MACKINTOSH, MAYOR OF OTTAWA,  
EDITOR & PUBLISHER OF DAILY CITIZEN, 171 DALY ST. OTTAWA.



TOWNSHIP.

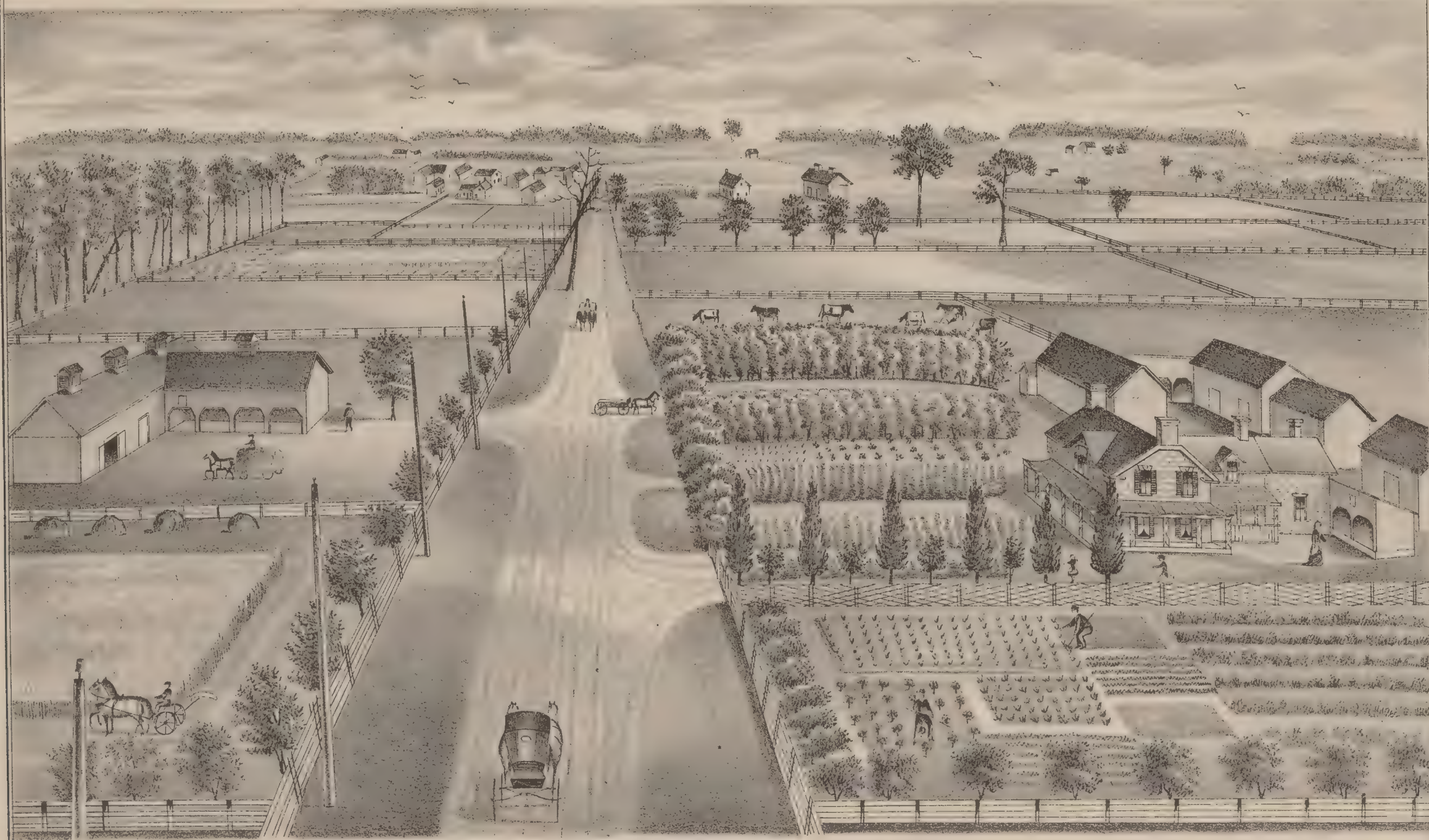
Scale 50 Chains per Inch







"KINBURN" RES. OF **ALLAN FRASER**, CON. 6, LOT 11, FITZROY TP. ONT.



RES. OF **JOHN GRANT**, CON. 7, LOT 5, FITZROY TP. ONT.



MAP OF

GLOUCESTER

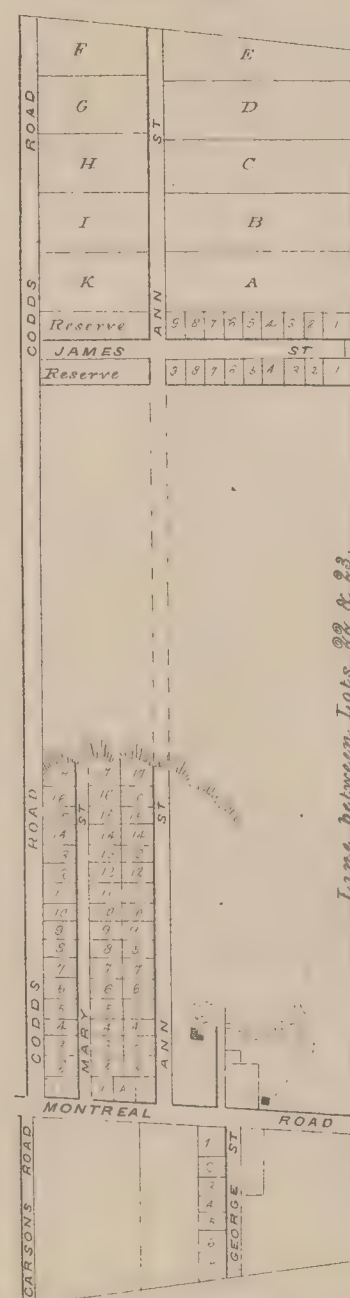
TOWNSHIP

Scale 70 Chains per Inch

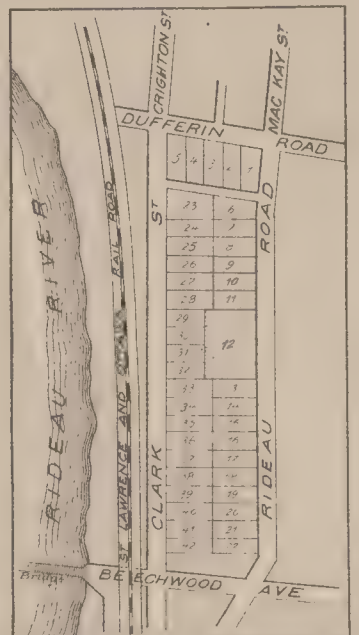
## VILLAGE OF ST. JOSEPH

Part of Lots 1 2 and 3 in the 1<sup>st</sup> Conc. Ottawa Front  
GLOUCESTER T<sup>p</sup>  
Scale 10 Chs to 1 Inch.Village of  
CLANDEBOYEPart of Lots 4 and 5  
JUNCTION GORE  
HUNTLEY T<sup>p</sup>

Scale 10 Chs per Inch

Village of  
ROCKVILLEPart of Lot 23 of 1<sup>st</sup> Conc. Ottawa Front  
Scale 10 Chs per Inch.  
GLOUCESTER T<sup>p</sup>

## Village of Gloucester

Part of Lots 4 and 5 Junction Gore  
GLOUCESTER T<sup>p</sup> Scale 10 Chs to 1 Inch.





*Capt. Robert Walker J.P.  
Fitzroy Ip.*



*Henry A. Bennett.  
Richmond.*



*Rev. D. P. Merritt.  
Fitzroy Harbor.*



*Wm. Smyth J.P. (Deceased)  
Ex Reeve of Gloucester Ip.*



*Jas. Hodgins J.P.  
(Deceased) Huntley Ip.*





*G. W. Monk M.P.P.*  
*March Corners.*



*Edward Armstrong,*  
*Reeve of Huntley Tp.*



*Capt. Ira Morgan, Metcalfe.*  
*Ex Warden Carleton County.*



*Dr. S. J. S. S. S. S.*  
*Ottawa.*



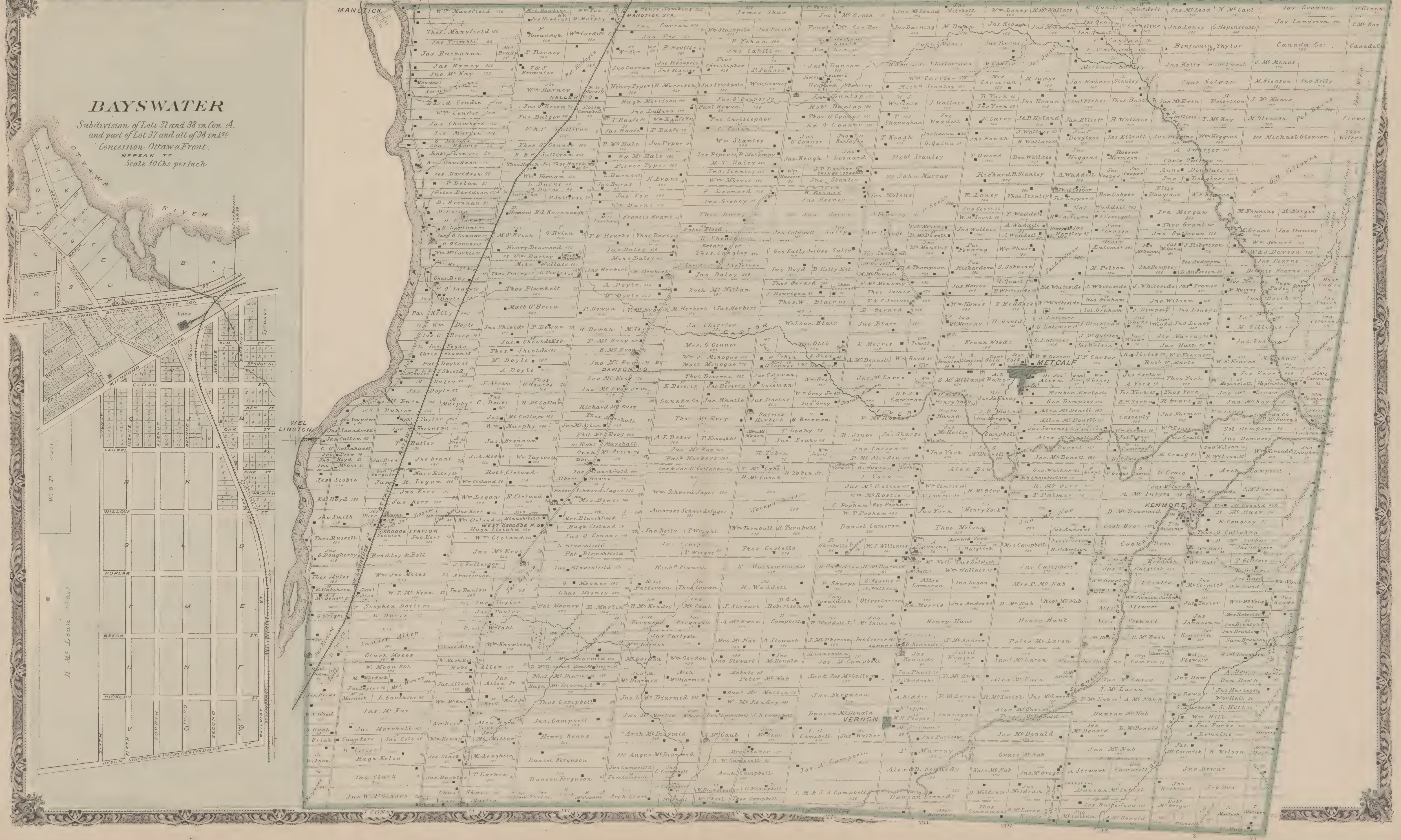
*Henry P. Wright M.A.*  
*Ottawa.*



# MAP OF OSGOODE TOWNSHIP

## BAYSWATER

Subdivision of Lots 37 and 38 in Con. A.  
and part of Lot 37 and all of 38 in 1st  
Concession, Ottawa Front.  
NEPEAN T<sup>W</sup>  
Scale 10 Chs. per inch.







"DIAMOND" RES. OF **ROBERT WALKER**, DEALER IN AGRICULTURAL IMPLEMENTS, PIANOS, ORGANS, SEWING MACHINES & C. CON. 8, LOT 7, FITZROY TP. ONT.



'CRUDEN FARM' RES. OF **MATHEW HERON**, JUNCTION GORE, GLOUCESTER TP. ONT.



RES. OF **DR. BEATTY**, RICHMOND, ONT.



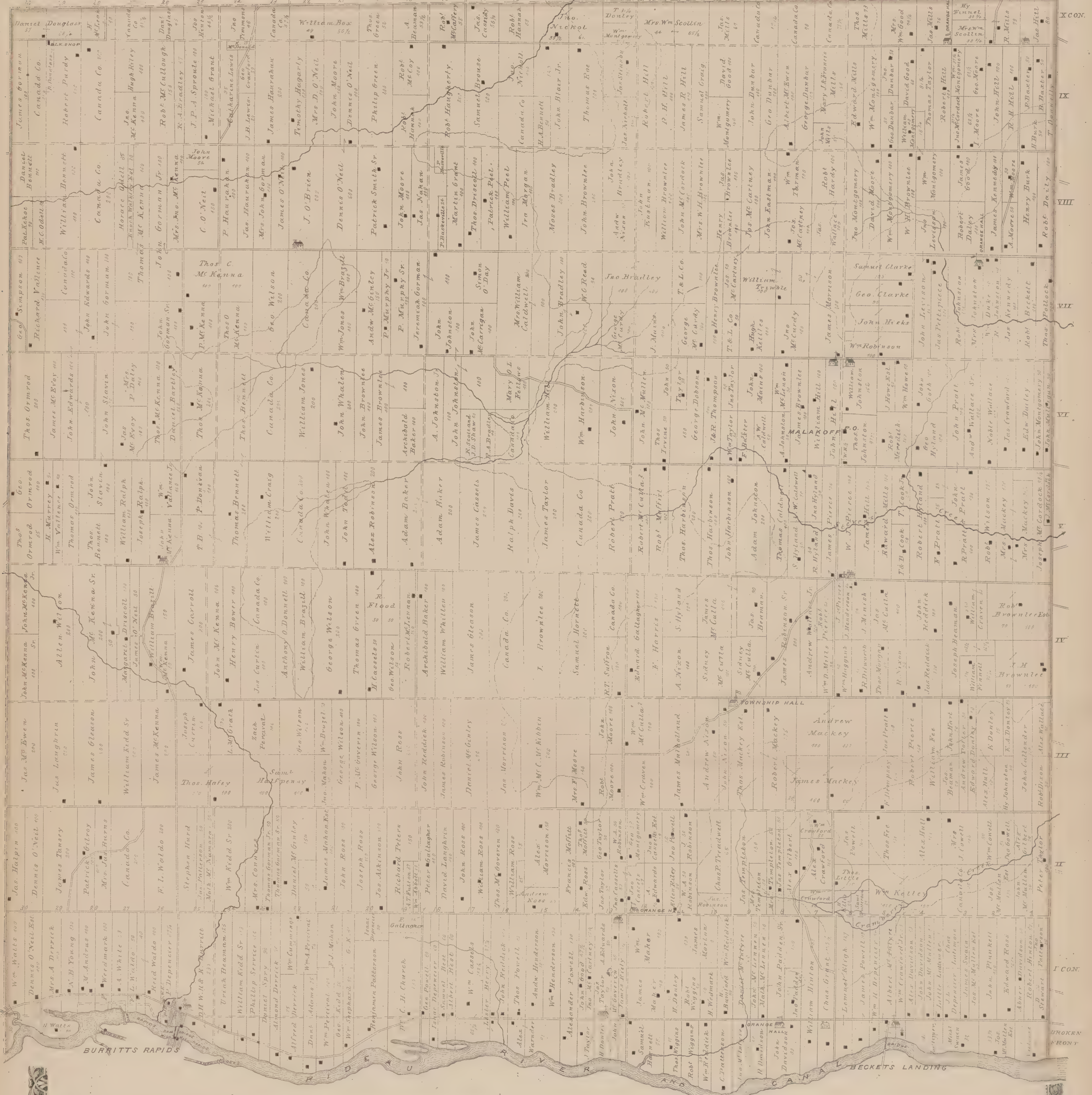
RES. OF **H. MARLIN**, CON. 6, JUNCTION GORE, GLOUCESTER TP. ONT.



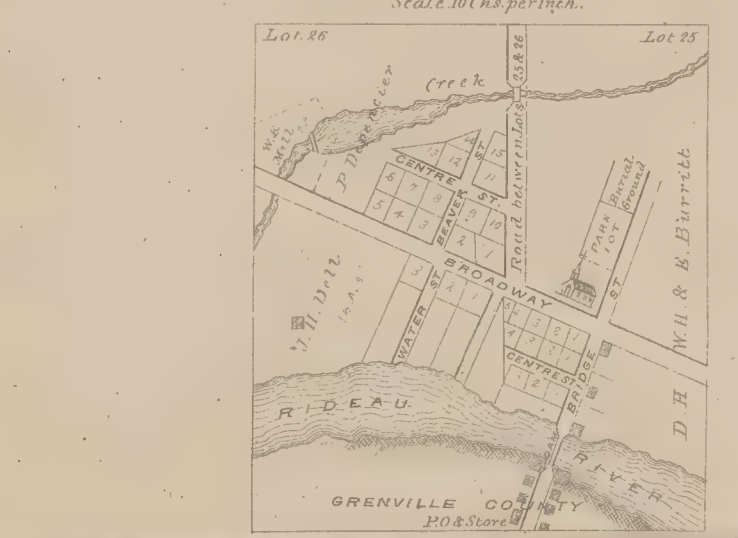
RES. OF **M.O. WOOD**, P.L. SURVEYOR, CON. 3, LOT 3, R.F. GLOUCESTER TP. ONT.



Scale 50 Chains per Inch



BURRITTS RAPIDS  
MARLBORO TP.  
Part of Lots 35 and 36 in Broken Front & W. Cones  
Scale 10 Chs per Inch.



METCALF  
OSGOODE TP.  
Scale 10 Chains per Inch.



Village of WELLINGTON

Scale 10 Chs per Inch.



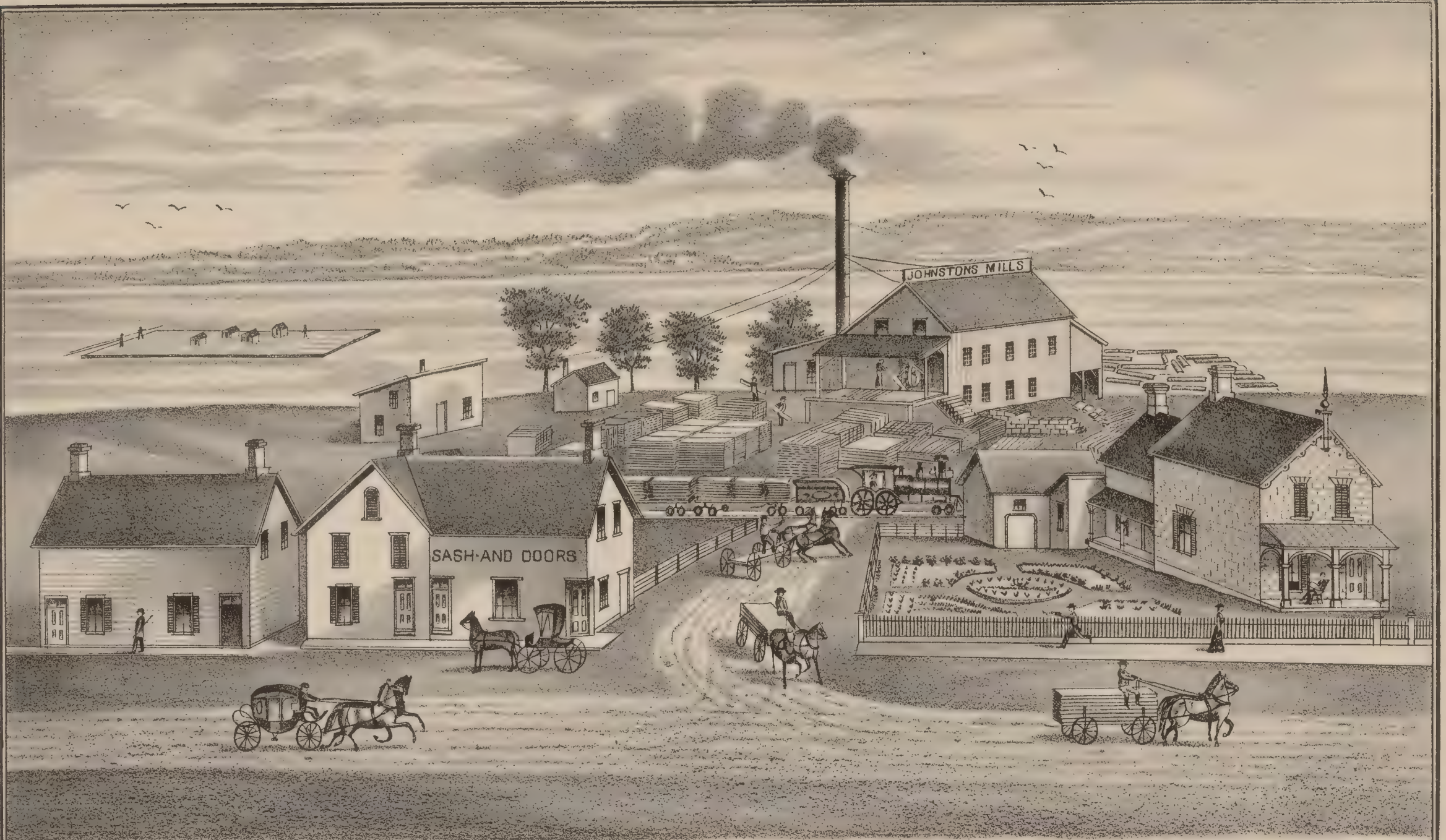
RICHMOND

GOULBOURN TP.

Scale 10 Chs to 1 Inch.







JOHNSTON'S MILLS, **JOSEPH JOHNSTON**, PROP<sup>r</sup> MANUFACTURER OF, AND DEALER IN, SAWN LUMBER, SHINGLES, LATH AND ALL KINDS OF DIMENSION TIMBER, RICHMOND ROAD, NEPEAN T<sup>w</sup>, ONT.



INTERIOR OF **N. MARKS'** JEWELLERY ESTABLISHMENT, OTTAWA, ONT.  
IMPORTER OF ENGLISH, SWISS & AMERICAN WATCHES, JEWELLERY, & C.



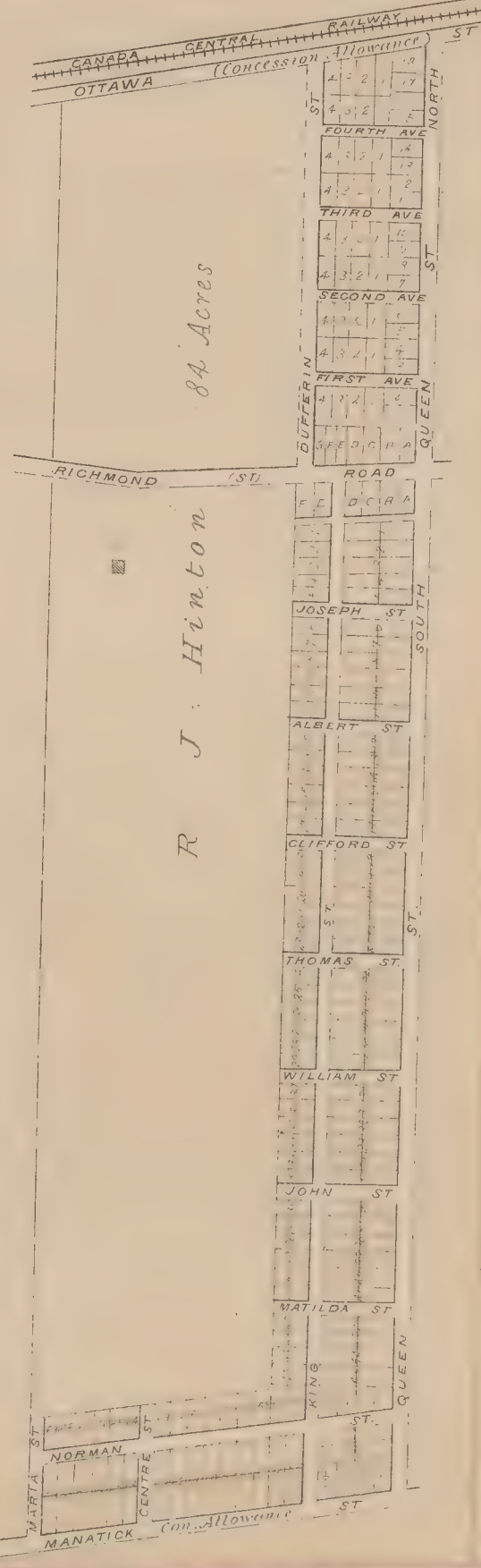
# MAP OF GOULBOURN TOWNSHIP

Scale 50 Chains per Inch



Subdivision of part of Lot 35  
in the First Concession, Ottawa Front  
Nepean Township.

Scale 10 Chains per Inch



BRITANNIA VIII, E  
Being Lot 20 First Conc. O.N.  
NEPEAN TOWNSHIP.  
Scale 10 Chains per Inch.







RES. OF **JOHN BUCKHAM**, CON. 4, LOT 15, TARBOLTON T<sup>R</sup>, ONT.



"GROVE LAND", RES. OF **WM UPTON**, CON. 2, LOT 5, R.F. GLOUCESTER T<sup>R</sup>, ONT.



RES. OF **JOHN NELSON**, CON. A&B, LOT 31, NEPEAN T<sup>R</sup>, ONT.

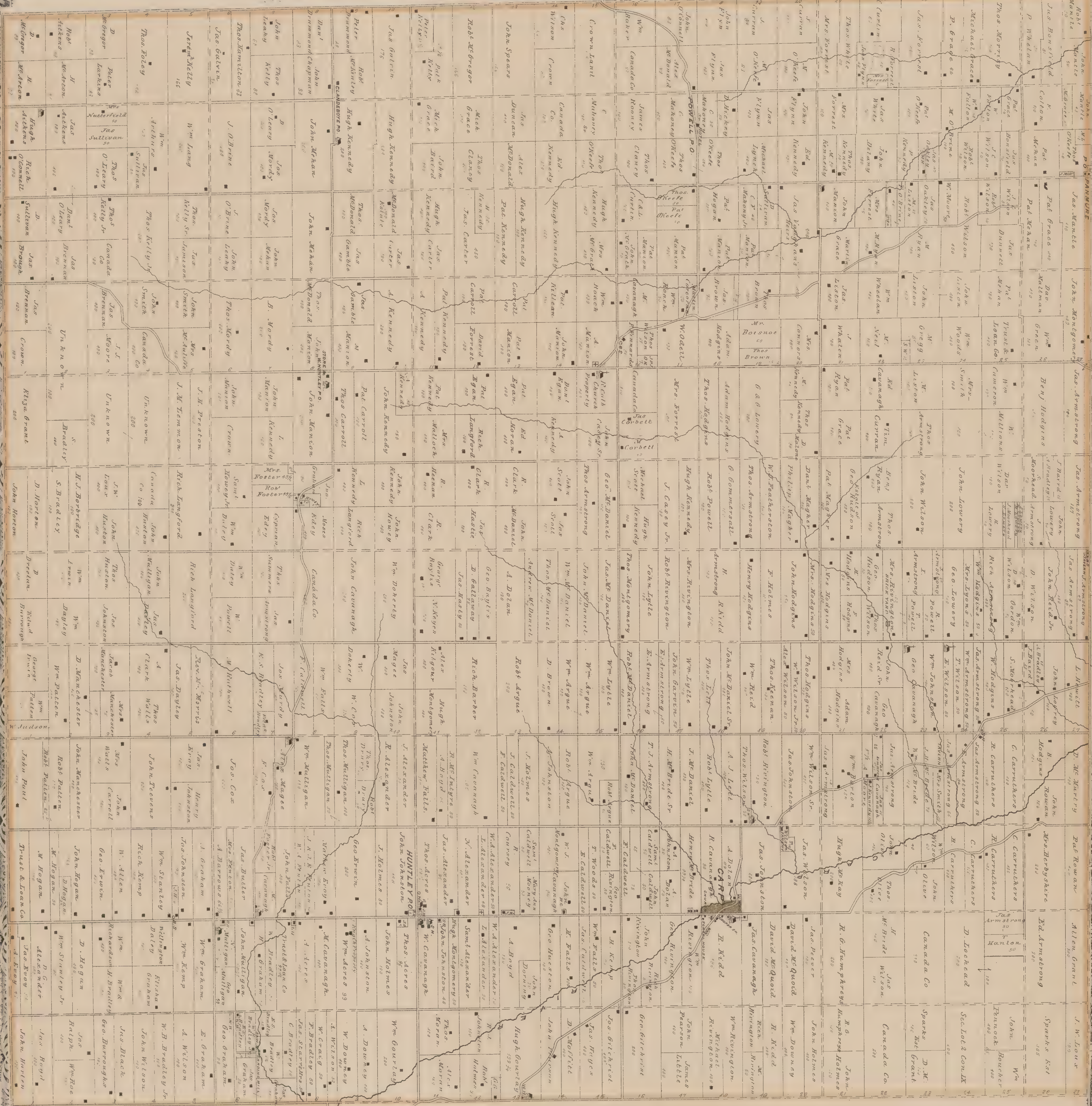


# MAP OF

# HUNTLEY

# TOWNSHIP

Scale 50 Chains per Inch



## VILLAGE

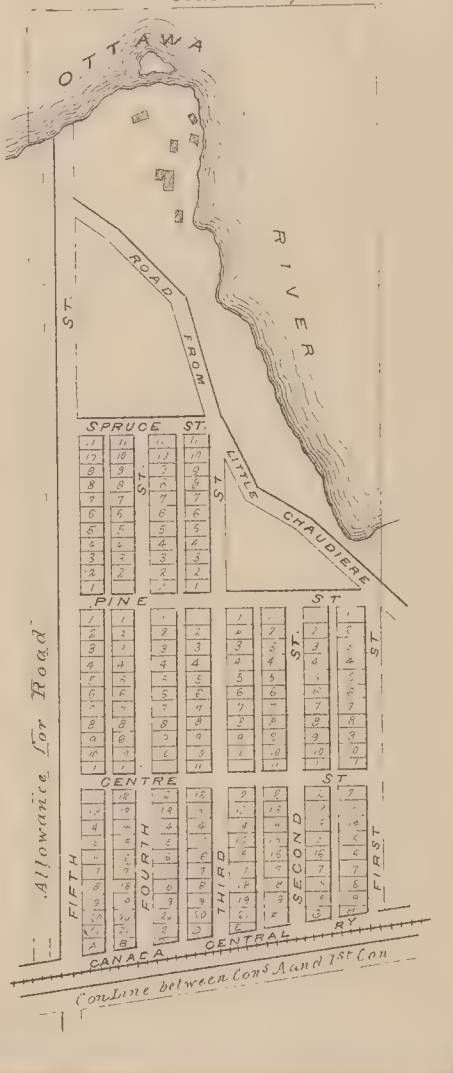
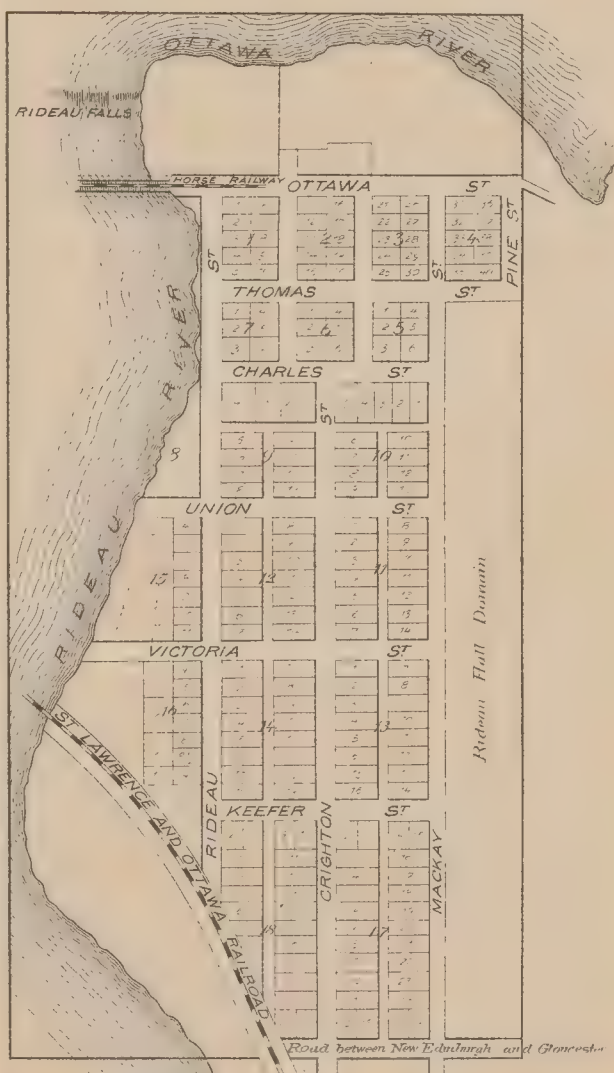
## OF NEW EDINBURGH.

Being Part of Lots 3 & 4 and 5 Junction Gore  
Township of Gloucester  
Scale 10 Chs. to 1 inch.

## MECHANICSVILLE

NEPEAN TP.  
Part of Lot 38 in Con. A. Ottawa Prov.

Scale 40 Chs. per Inch



## VILLAGE OF NORTH GOWER

NO. GOWER TP.

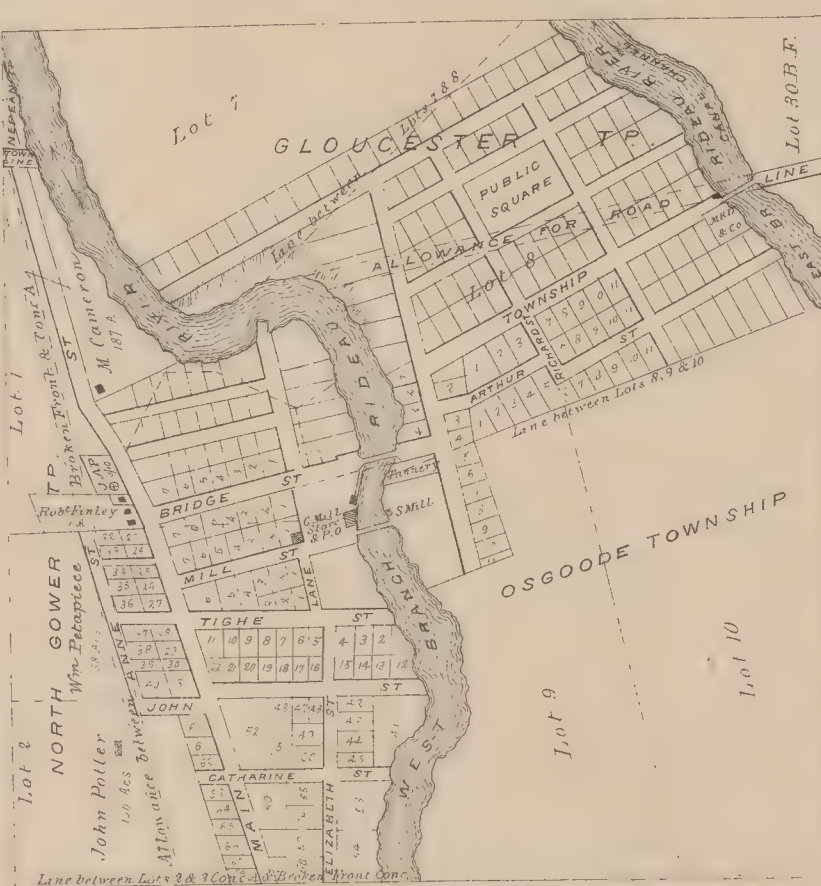
Scale 10 Chs. per Inch



## MANOTICK

Part of Lots 1 and 2 Broken Front North Gower Tp and Part of Lots 1 and 8 in Subdivision of Long Island Gloucester Tp and South part Lot 8 and part of 9 in Subdivision of Long Island, Osgood Township.

Scale 10 Chs. per Inch







"CANAL BANK FARM," RES OF **THOMAS CLARK**, BREEDER OF THOROUGH-BRED DURHAM AND AYRSHIRE CATTLE AND CLYDESDALE HORSES, ONE AND A HALF MILES FROM OTTAWA, ONT.



# MAP OF FITZROY TOWNSHIP

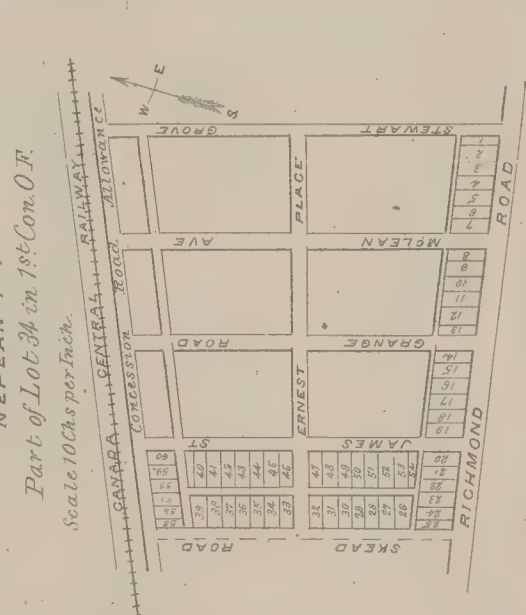
Scale 50 Chains per Inch



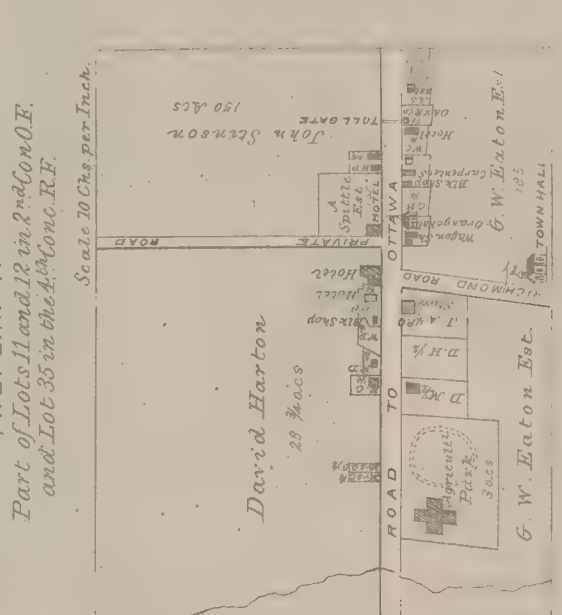
FITZROY HARBOUR  
Scale 10 Chains per Inch



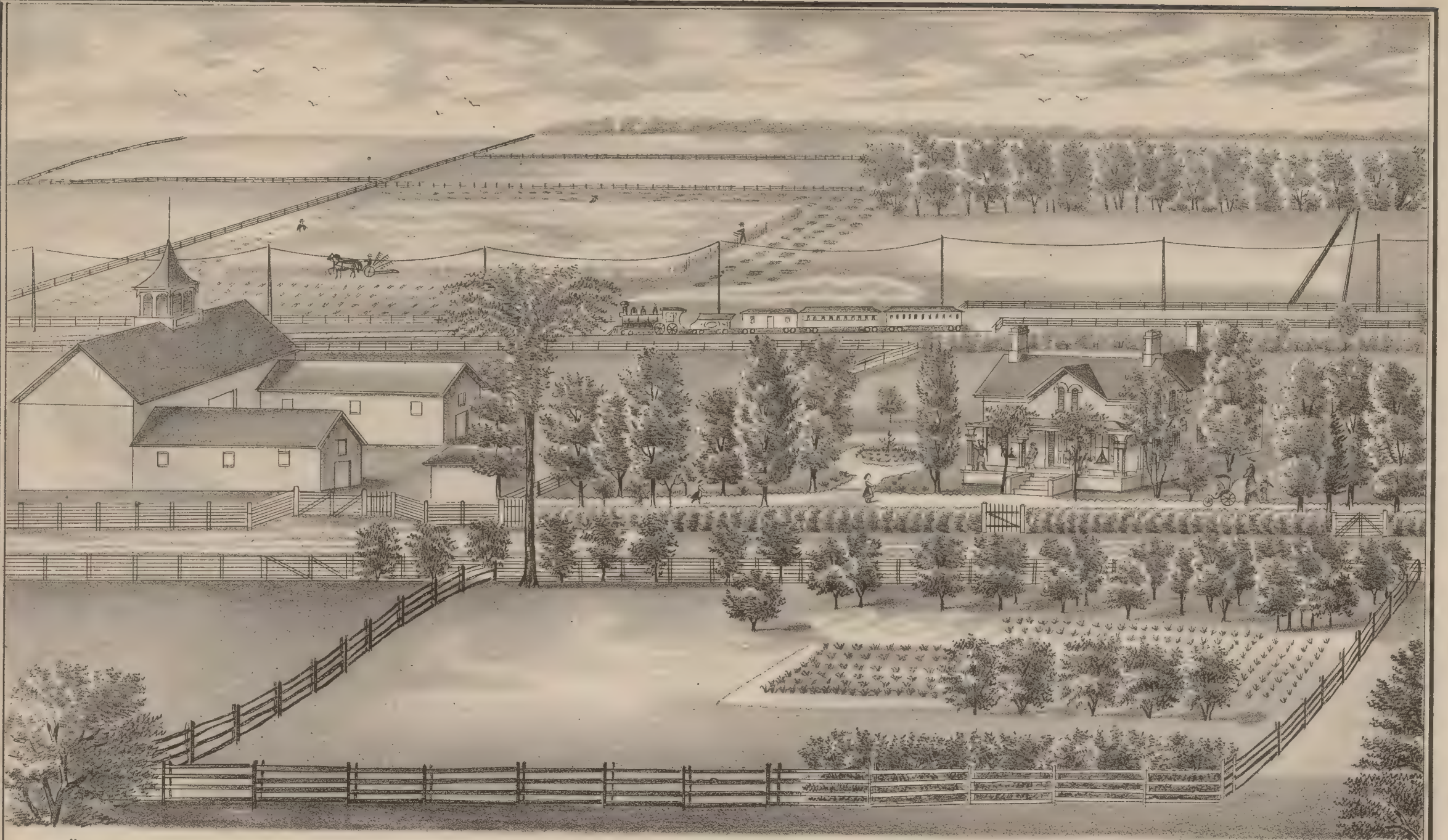
MC LEANSVILLE  
NEPEAN T.P.  
Part of Lot 4th in 1st Con. O.R.  
Scale 100 Chains per Inch



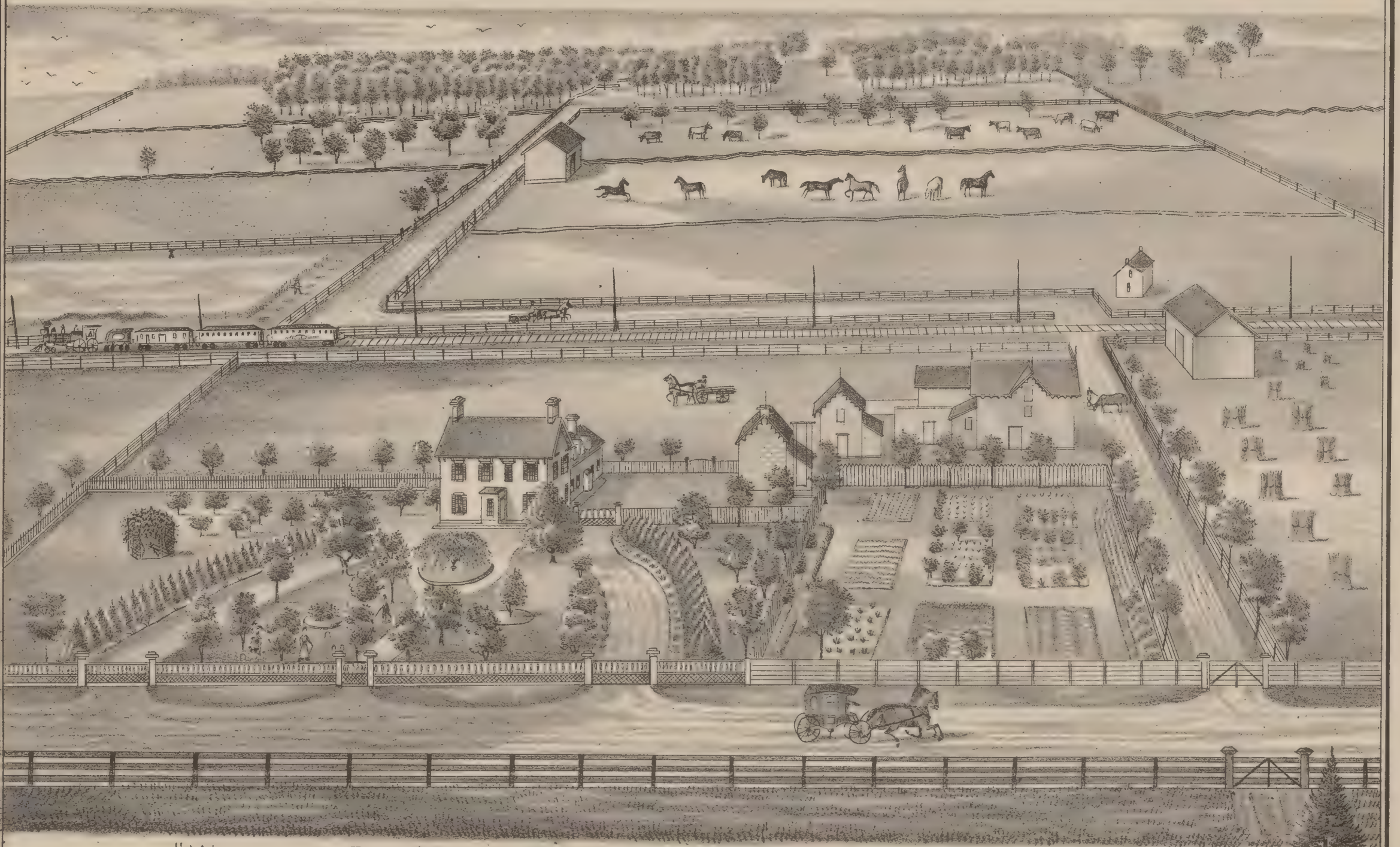
BELLS CORNERS  
NEPEAN T.P.  
Part of Lot 1st in 1st Con. O.R.  
Scale 100 Chains per Inch







"VICTORIA COTTAGE," RES OF **ROBERT HURDMAN**, JUNCTION GORE, RIDEAU FRONT, GLOUCESTER T<sup>P</sup>, ONT.



"WATERFORD FARM," RES OF **W.H. HURDMAN**, JUNCTION GORE, GLOUCESTER T<sup>P</sup>, ONT.













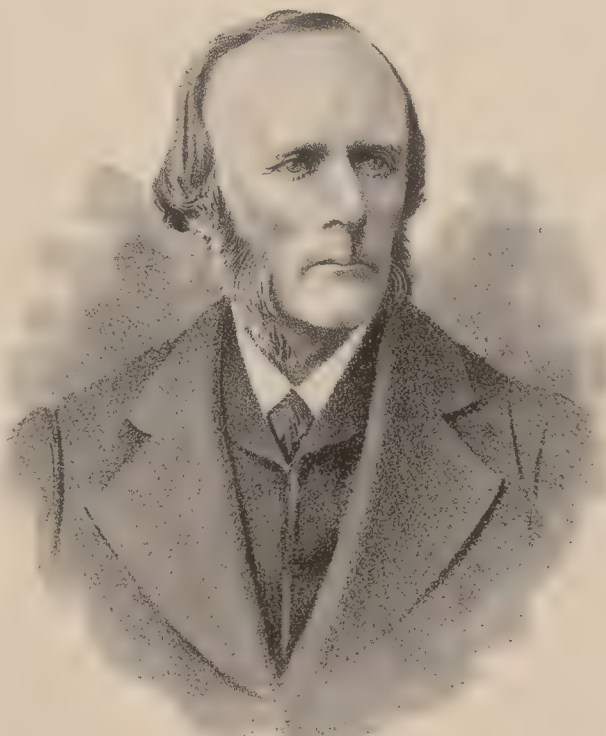
*A.O.F. Coleman, V.S.  
Ottawa.*



*Robt Cummings.  
Gloucester, Ex-Warden of Carleton.*



*Wm. Ralph Bell, M.D. &c.  
Gloucester.*



*Charles Billings,  
Township Clerk, Gloucester.*



*Wm. H. Hurdman  
Reeve of Gloucester*



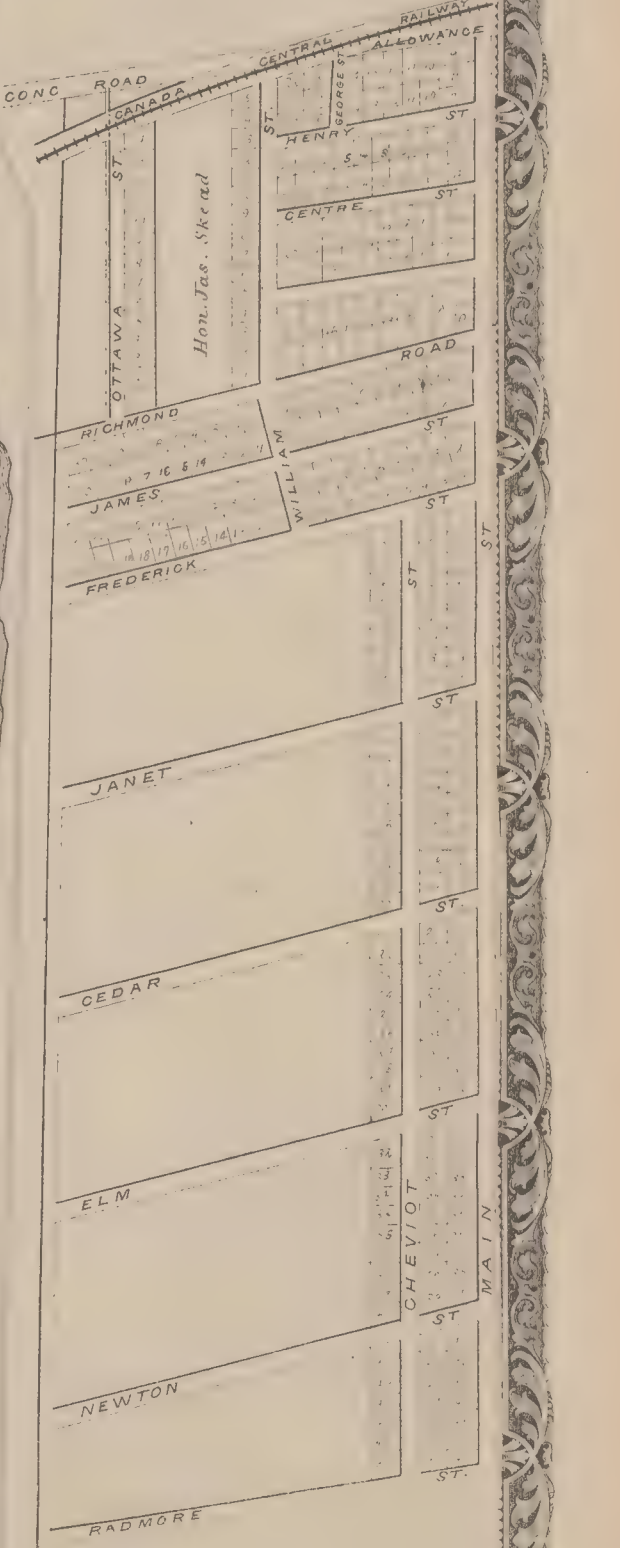
TOWNSHIP

Scale 50 Chains per Inch



Part of Lot 30 in the 1<sup>st</sup> Con. Ottawa Prov.  
NEPEAN TP.  
Scale: 10 Chs. per Inch.

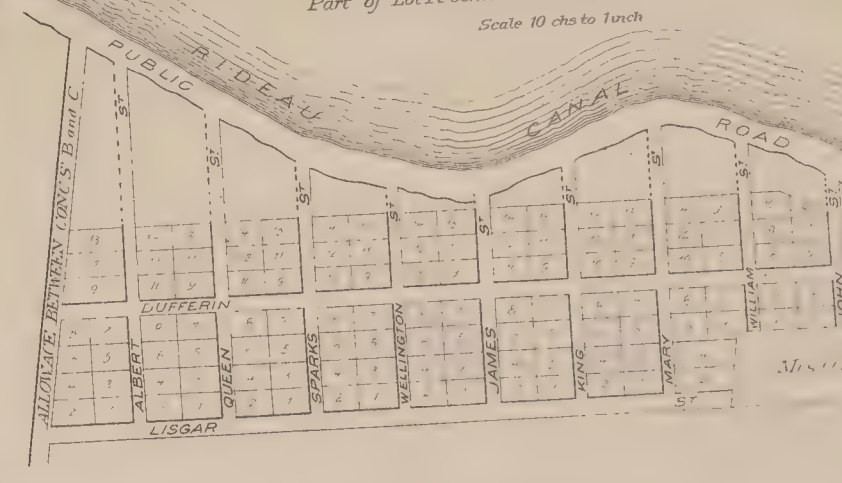
Scale: 10 Chs. per Inch.



RIDEAUVILLE.

NEPEAN TOWNSHIP

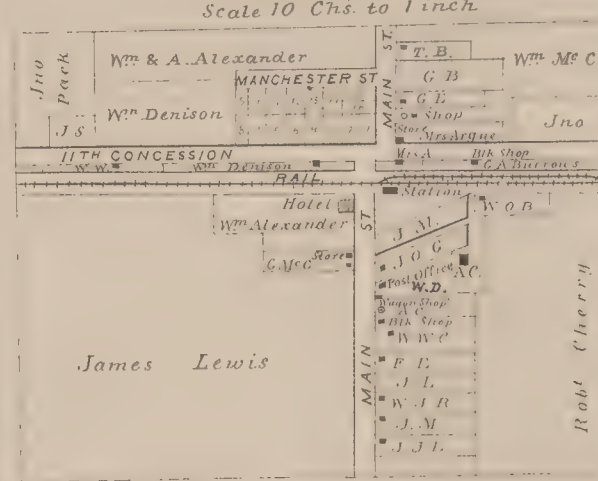
Scale 10 chs to 1 inch



## STITTSVILLE

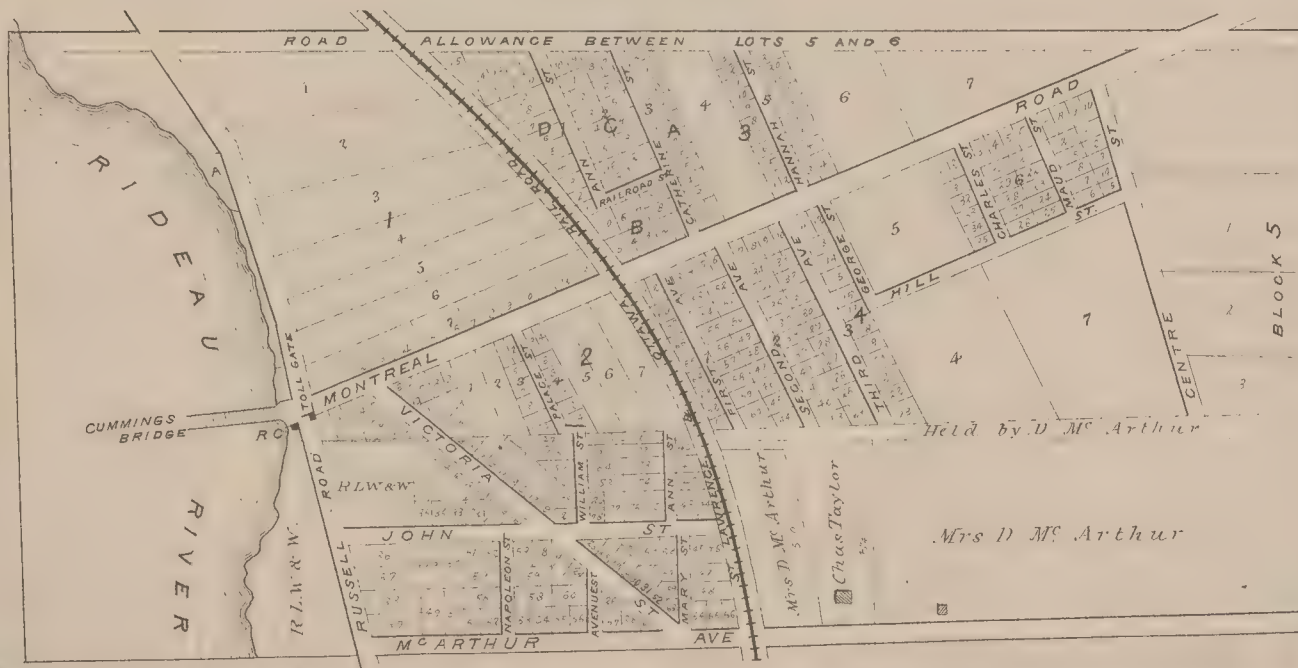
GOULBOURN T.

Scale 10 Chs. to 1 inch



Being Part of Lots 6 & 7 in Junction Gore  
Scale 10 Chs per Inch

Scale, 10 Chs. per Inch



Village of  
LONG ISLAND

Part of Lots 24 & 25 Broken Front Concession  
of Rideau Front, Gloucester Tp.

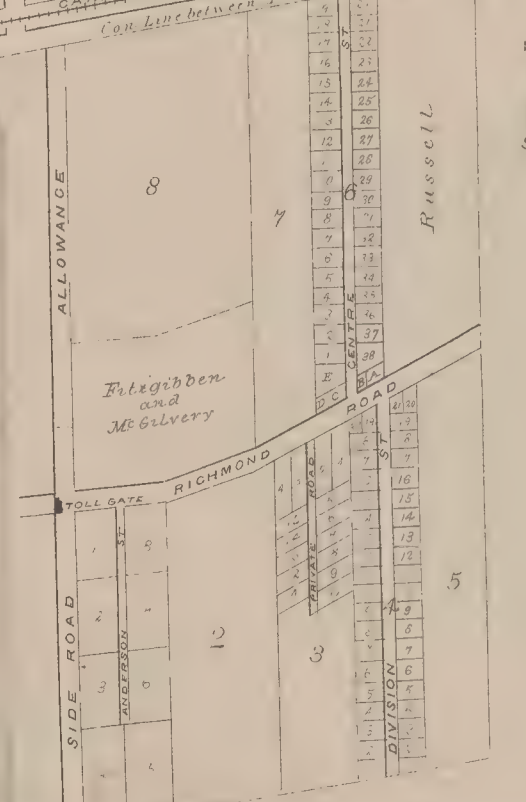
ST.	ST.
-----	-----



Subdivision of Blocks  
1 Part of 3. All of 4 & 6 of Lot  
in the 1st Con. Ottawa Front

NEPEAN TP.

Scale rocks perimen.







*G. J. O'Doherty,  
Barrister-at-Law, Ottawa.*



*M. H. Dickinson*



*C. W. Mitchell,  
Proprietor "Free Press";  
Ottawa, Ont.*



*Wm. Bennett  
Supt. City of Ottawa*

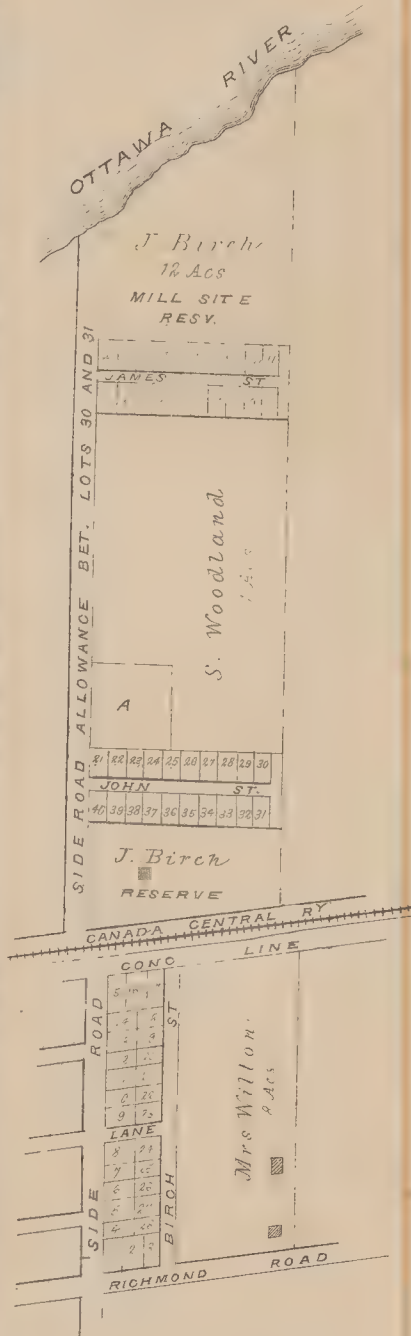


*R. W. Macfarlane  
Ottawa.*



*BIRCHTON.*

Subdivision of part of West 1/2  
of Lot 31 First Conc. and Conc. A,  
Ottawa Front.



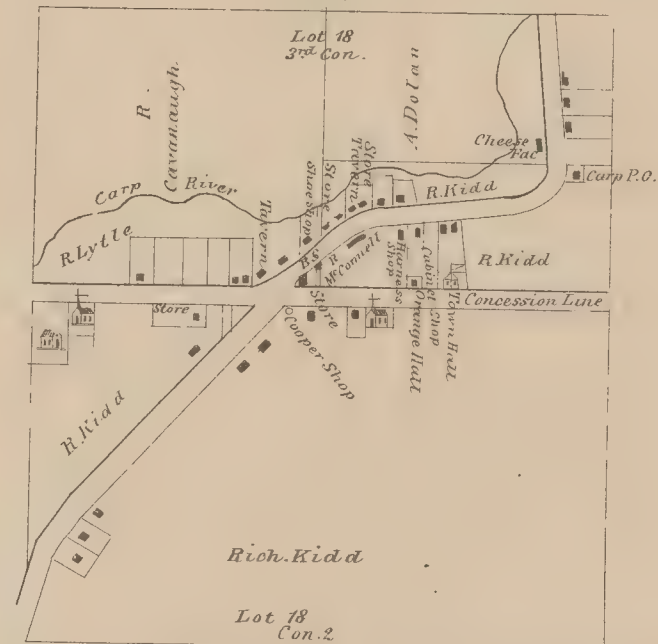
*BILLINGS BRIDGE.*

Being Part of Lots 17 and 18 Junction Gore  
Scale 10 Chs to 1 inch.



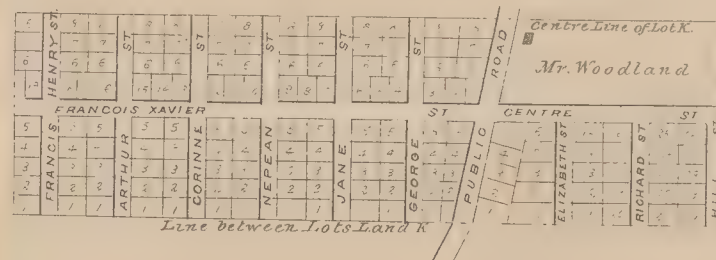
Huntley Tp  
Plan of the Village of  
CARP

Scale 10 chs per 1 Inch.



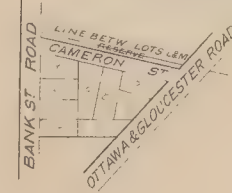
NEPEANVILLE

Part of the South  $\frac{1}{2}$  of Lot K. Con. B. Rideau Front  
NEPEAN TOWNSHIP.  
Scale 10 Chs per Inch



*Subdivision of part of Lot M.*

Concession C. of Rideau Front  
TOWNSHIP OF NEPEAN  
Scale 10 chs to 1 inch



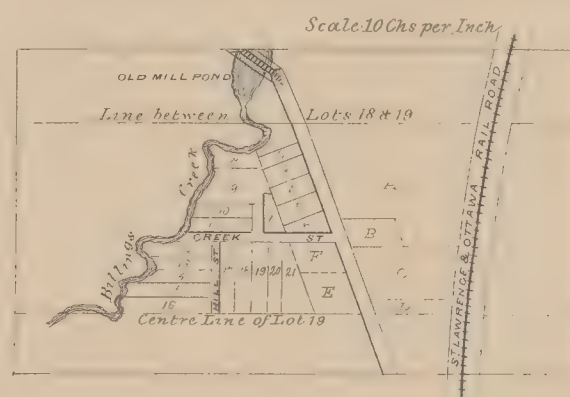
## WILLOWDALE

Part of Lot 18 in June Gore.  
GLOUCESTER T<sup>p</sup>.  
Scale - 10 Chs per Inch.



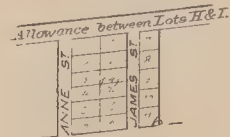
Village of  
GATEVILLE

Part of Lot 19 Junction Gore, Gloucester Tp.



Subdivision of Lot 19 Block 6.  
in Subdivision of part of Lot I Conc. C

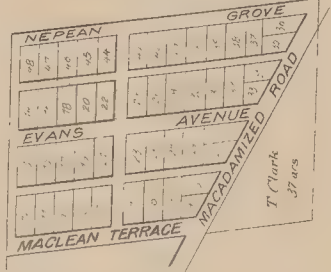
NEPEAN TOWNSHIP  
Rideau Front  
Scale 10 chs to 1 inch.



*Evansville*

NEPEAN TP.  
West end of NE ¼ of Lot K Conc. A  
Rideau Front

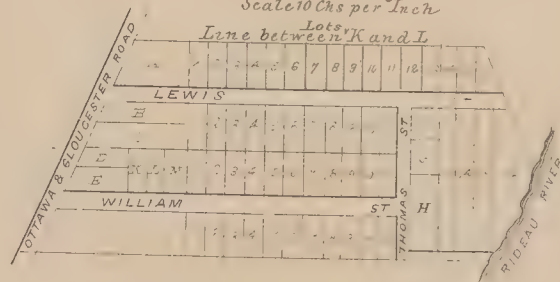
Scale 10 Chs to 1 inch



Subdivision of the East part of the  
North  $\frac{1}{2}$  of Lot L. in Con. C of R. F.

NEPEAN TP

Scale 10 Chs per Inch  
Line between Lots



Gloucester Tp.  
Village of

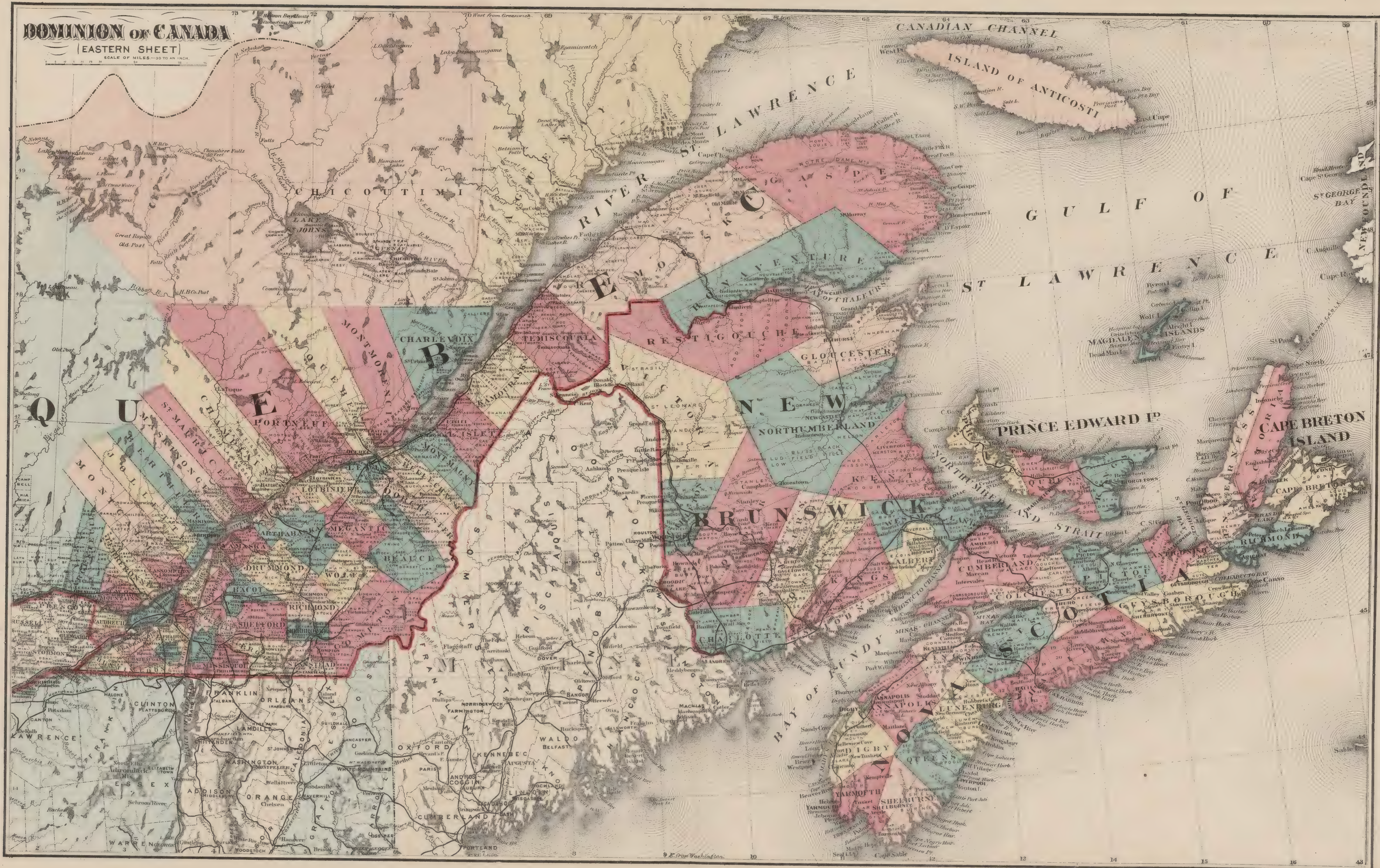
**CATHARTIC**  
Part of Lot 3 in 7<sup>th</sup> Conc.O.F.  
Scale 10 cts. to 1 Inch.





**DOMINION OF CANADA**  
(EASTERN SHEET)

SCALE OF MILES—50 TO AN INCH.



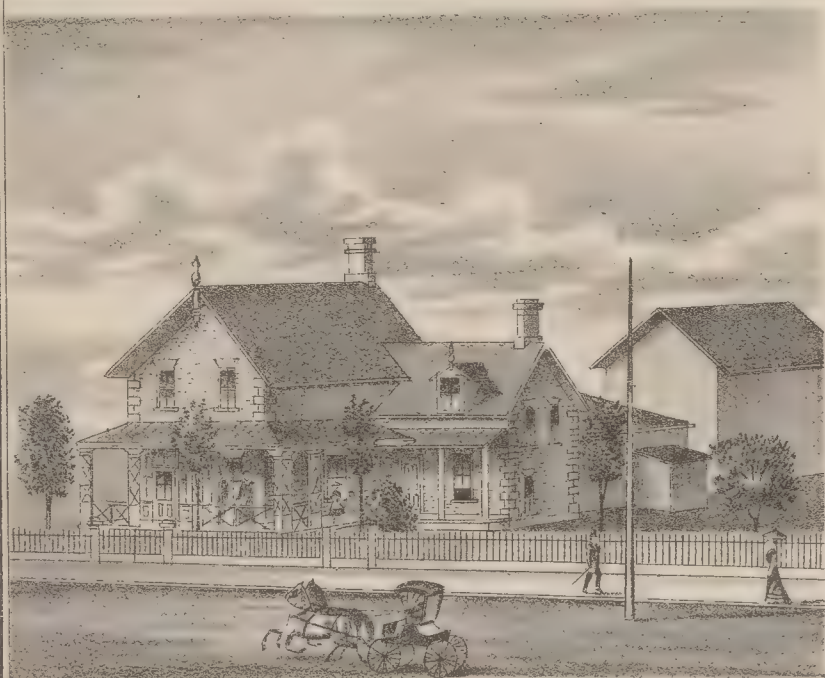




*Mrs. Alex Mc Donell.  
Metcalfe, Ont.*



*Alex Mc Donell.  
Metcalfe, Ont.*



RES. OF E. MOHR, MOHR'S CORNERS, ONT.



RES. OF RICHARD KIDD, CARP, ONT.



RES. & MILLS OF G. LEARMONTH, FITZROY HARBOUR, ONT.



OTTAWA ESTABLISHMENT 67 SPARKS ST. OTTAWA.  
**A. & S. NORDHEIMER, TORONTO.**  
BRANCH HOUSES AT OTTAWA, LONDON, KINGSTON & ST. CATHARINES  
STEINWAY, CHICKERING, DUNHAM & HAYNES PIANOS.  
SHEET MUSIC, MUSICAL INSTRUMENTS & GENERAL MUSICAL MERCHANDISE.

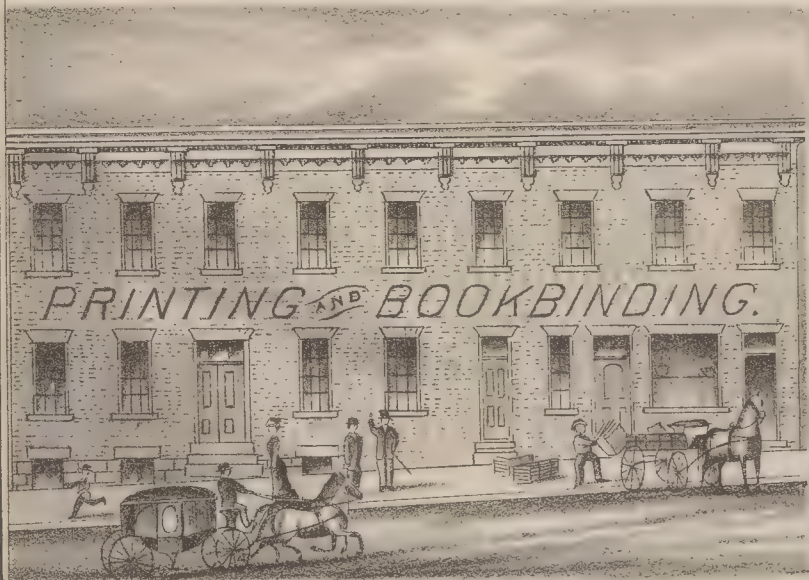




FREE PRESS PRINTING & PUBLISHING HOUSE,  
G.W. MITCHELL PROP. OTTAWA, ONTARIO.



BAPTIST CHAPEL, OSGOOD ST. OTTAWA, ONT.



WOODBURN'S STEAM PRINTING ESTABLISHMENT,  
OTTAWA, ONT.



JAMES HOPE & CO. GENERAL BOOK BINDERS, IMPORTING & MANUFACTURERS  
STATIONERS, BOOKSELLERS, ENGRAVERS, LITHOGRAPHERS & PRINTERS.  
22 SPARKS ST. & COR. SPARKS & ELGIN STS. OTTAWA, ONT.



RES. & STORE OF W.H. BUTLER.  
RICHMOND, ONT.

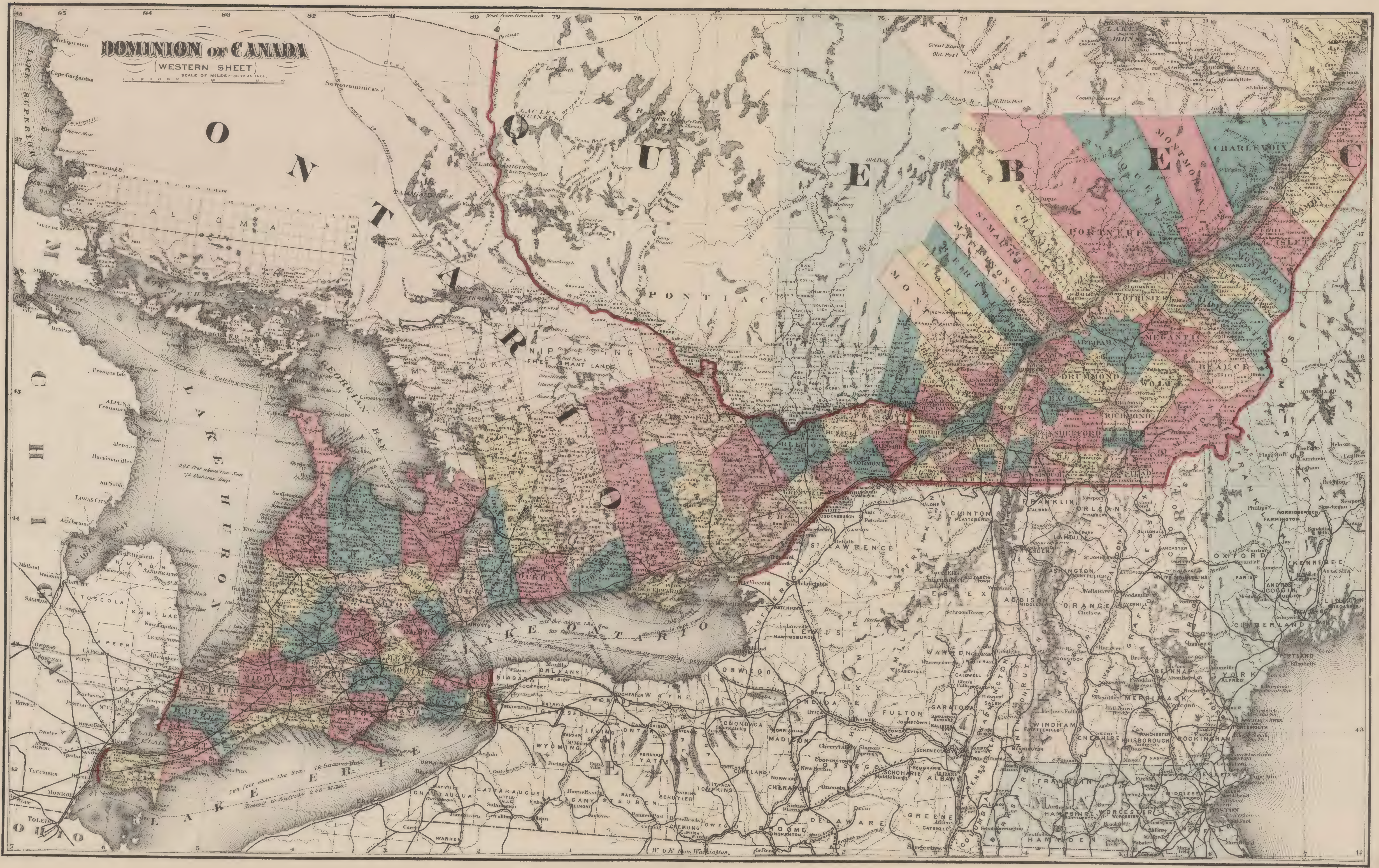


VICTORIA LIVERY & BOARDING STABLES, THOS. GLUFF, PROP.  
QUEEN & ALBERT STS. NEAR CITY HALL SQUARE, OTTAWA, ONT.



"RIDEAU BANK COTTAGE," RES. OF JAMES HARRIS, VETERINARY SURGEON,  
CUMMINGS BRIDGE, OTTAWA, ONT.









STORE & RES. OF JOHNSON & ATKINSON, GENERAL MERCHANTS CARP, ONT.



"CARLTON HOTEL", WILLIAM DOOLEY, PROP. CARP, ONT.



RES. OF WM. ROLAND, NEPEAN TP. CARLETON CO. ONT.



"ELM GROVE", RES. OF ADAM HODGINS SON OF THE LATE JAMES HODGINS CON. 5, LOT 21 MUNTLEY TP. ONT.



RES. OF REV. D. P. MERRITT, FITZROY HARBOR, ONT.



VICTORIA TERRACE, RES. OF THE LATE JAMES HODGINS ESQ. CON. 5, LOT 21, MUNTLEY TP. ONT.



MOUNTAIN VIEW, RES. OF JAS. SIEVRIGHT. CON. 4, LOT 6, GLOUCESTER TP. ONT.



CARP FLOUR MILLS, WM. ATKINSON, PROP. CARP, ONT.









*Peter Doyle, (Deceased)  
North Gower Tp.*



*Richard Kidd,  
Carp, Huntley Tp.*



*Jas. Johnston,  
North Gower Tp.*



*James Brown,  
Gloucester Tp.*



*James Mills,  
Reeve of Torbolton Tp.*



Patrons' Directory of the County of Carleton.

CITY OF OTTAWA.							CITY OF OTTAWA—Continued.						
NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.	NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Armstrong, C. R.	Ottawa.			Bank Clerk	Canada.	1854	MacCuaig, R. C. W.	Ottawa.			General Insurance Broker and Ticket Agent.	Canada.	1870
Armstrong, J. R.	"			Division Court Clerk.	Canada.	1872	Mitchell, C. W.	"			Proprietor of Ottawa Free Press.	Canada.	1865
Abbott, J. J.	"			Photographic Artist, 117 Sparks St.	Canada.	1877	Mackintosh, C. H.	"			Daily Citizen, 171 Daly Street.	Canada.	
Brannen, J. B.	"			Dry Goods	Canada.	1862	Montgomery, R. S.	"			Harness Maker		1841
Burritt, Alexander.	"			Registrar for City of Ottawa.	Canada.		May, Geo.	"			May & Foster, 74 Rideau Street, Leather, Saddlery, Hardware, Trunks; Tannery, St. Louis Dam, Rideau Canal.	Canada.	1832
Bradley & Bell.	"			Barristers	Canada.		Mortimer, A.	"			Bookbinder and Stationer.	Scotland.	1867
Banque Nationale.	"			Postmaster.	England.	1832	Morton, T. Mercer.	"			Barrister.	Canada.	
Baker, G. P.	"			Saddle, Harness, and Trunk Manufacturers, 89 and 90 Rideau St.	Canada.	1842	Moore, John.	"			Commission Agent.	Ireland.	1870
Borbridge, S. & H.	"			Mayor of the City of Ottawa.	Canada.	1847	Nellis, Thomas F.	"			Barrister.	Canada.	1865
Bangs, C. W.	"			Undertaker, 76 Sparks St.	England.	1858	Nagle, W. H.	"			Proprietor of Daily Herald.	Canada.	1865
Barton, John.	"			Banker.	Canada.		Nordheimer, A. & S.	"			Pianos, Organs, and Music.	Germany.	1863
Boissonnault, N. F.	"			Catholic Priest.	Canada.		O'Gara, Lapierre, & Remon.	"			Barristers.		
Bouillon, Rev. G.	"			Retired Gentleman.	Ireland.	1829	O'Connor & O'Doherty.	"			Barristers.		
Bishop, R.	"			Solicitor, 61 Sparks St.	Canada.	1849	O'Connor & Hogg.	"			Barristers.		
Bishop, J.	"			Mill Owner and Lumber Merchant, Rochester.	Canada.	1855	Orme, J. L. & Son.	"			Music Sellers.	Scotland.	1856
Booth, J. R.	"			County Treasurer.	Ireland.	1845	O'Keefe, George.	"			Engineer.	United States.	1866
Cowan, William.	"			Merchant and Carriage Builder.	Canada.	1833	Parnell, J. H., L.D.S.	"			Dentist, 103½ Rideau Street.	Canada.	1878
Cummings, Robert.	"			Insurance and Loan Agent.	Scotland.	1851	Pinhey, C. H.	"			Barrister and Attorney.	Canada.	1828
Culbert, John, Jr.	"			Physicians and Surgeons.	Canada.	1873	Perkins, W. C.	"			Solicitor, &c.	Canada.	1853
Church, C. R. & M. K., M.D.'s.	"			Agent Trustand Loan Company and Royal Insurance Company; Proprietor of the New Edinburgh Brick Works, Red and White.	Scotland.	1858	Pratt, A.	"			Assessment Commissioner.	Canada.	1856
Clark, T. M.	"			Veterinary Surgeon, 184 Rideau St.	England.	1868	Powell, William F.	"			Sheriff of Carleton County.	Canada.	1826
Coleman, A. O. F.	"			British Lion Hotel.	England.		Parliament Library.	"			Steam Dyeing, Sparks Street.	England.	1876
Champhess, W.	"			Livery Stables.	Canada.	1843	Parker, R.	"			Life Insurance Agent.	Canada.	1857
Cluff, Thomas.	"			Merchant and Manufacturer.	Canada.		Pennock, J. T.	"			Livery Stables.	Canada.	1859
Cummings, Robert.	Cummings			Secretary and Treasurer, Metropolitan Loan and Savings Company.	Scotland.	1852	Palmer, H. A.	"			Dep. Minister of Militia & Defence.	Canada.	1875
Cunningham, C. R.	Ottawa.			Barristers, Victoria Chambers.			Panet, C. Eugene.	"			Brickmaker.	England.	1858
Cockburn, Wright & McCaul.	"			Department Minister of Finance.			Rowland, W.	"			Judge of the Carleton Co. Court.	Scotland.	1850
Courtney, J. M.	"			Insurance, Railway, and Steamboat Ticket Agent.	Canada.	1847	Ross, W. A.	"			Bank of British North America.		
Desjardins, Charles.	"			Bank of Montreal.	Scotland.	1843	Robertson, J.	"			Bank of Ottawa.		
Drummond, Andrew.	"			Chemist and Druggist.	Canada.	1856	Robertson, P.	"			Physician and Surgeon.	Canada.	1875
Ferguson, Isaac H.	"			Loan Agent.	England.	1858	Rogers, Amos, M.D.	"			Dry Goods, 66 and 68 Sparks St.	Scotland.	1863
Featherston, J. P.	"			Russell House.	Canada.		Russell & Allan.	"			Lawyer and Conveyancer.	Scotland.	1837
Gouin, J. A.	"			Mineral Agency.	United States.	1872	Ross, A.	"			Official Assignee.	Canada.	1865
Garrett, Alexander.	"			Barrister.			Rajotte, T.	"			Agent for Hamilton Bros., Lumber Merchants, Ottawa.	Canada.	1847
Gemmill, J. A.	"			Physician and Surgeon.	Scotland.	1854	Robinson, H.	"			County Registrar.	Scotland.	
Grant, J. A., M.D.	"			Deputy Postmaster-General.			Sherwood, E.	"			City Engineer.	England.	1865
Griffin, W. H.	"			Contractor.	Ireland.	1844	Sturtees, Robert.	"			Barristers.		
Goodwin, James.	"			Solicitor.			Stewart, Chrysler, & Gormully.	"			Physician and Surgeon.	Canada.	1866
Hill, H. P.	"			Assistant Postmaster.	England.	1853	Sweetland, J., M.D.	"			Dry Goods Merchant.	Canada.	1860
Hawken, F.	"			Agent North British Canadian Investment Company, and Fire, Life, and Accident Ins. Agent.	Canada.	1840	Stitt, J. R.	"			General Agent.	Canada.	1847
Haycock, R. H.	"			Manufacturing Stationers, Bookbinders, Engravers, Printers, Lithographers and Embossers, Sparks St.	England.	1857	Sutton, J. T.	"			Stationer.	Scotland.	1862
Hope, Jas. & Co.	"			Photographic Artist, 140 Sparks St.	England.		Smith, W. H.	"			Carriage Manufacturer, corner of Sparks and Bay Streets.	Canada.	1867
Jarvis, Samuel.	"			Grocer.	Canada.	1866	Sims, R. A.	"			Butcher.	England.	1862
Jackson, James.	"			Customs Department.	Ireland.	1867	Satchell, C.	"			Marble Works.	Scotland.	1853
Johnson, J.	"			Queen's Hotel.	Canada.	1860	Somerville, W. M.	"			Merchant Tailor, 22 Rideau Street.	Ireland.	1840
Kavanagh, M.	"			Barrister, Attorney, Solicitor.	Canada.	1854	Story, Thomas.	"			Superioress Notre Dame du Sacré Cœur.	Canada.	1845
Kehoe, James.	"			Barristers.			Sister Theresa.	"			Monastery of Our Lady of Charity.	Hamburg.	1866
Lees & Gemmell.	"			Junior County Judge of Carleton Co.	Canada.		Shepherd, Mother M. of St. Alphonsus, sup.	"			Saddlery, Harness and Trunks.	Canada.	1843
Lyon, Robert.	"			Coroner for City of Ottawa and Co. of Carleton, Medical Health Officer.	Canada.	1873	Shore, T. & Co.	"			Barrister.	Canada.	1845
Lynn, James P., M.D.	"			City Clerk.	Canada.		Taillon, G.	"			Photographer.	Canada.	1868
Lett, W. P.	"			Physician and Surgeon, Turkish Baths.	Scotland.	1865	Topley, W. J.	"			Retired Gentleman.	Ireland.	1822
Logan, George.	"			Barrister, 5 Elgin Street.	Canada.	1877	Thompson, W. H.	"			Principal of Ottawa University.	France.	1850
Leggo, William.	"			Accountant, Insurance and Loan Agent.	Canada.	1872	Thompson, Rev. T. H.	"			Commission Merchant & Insurance Agent. Money to loan.	Canada.	1852
Larmonth, P.	"			Manufacturer and Dealer in Boots, Shoes, Leather, &c.	Canada.	1872	Thompson, Geo. F.	"			Department of Public Works.		
Lee, Selby.	"			Auctioneer and Real Estate Dealer.	Scotland.	1820	Trudeau, T.	"			Department of Agriculture.	Canada.	1865
McLean, Hector.	"			Hardware Merchants, Sussex St.			Taché, J. C.	"			Jewellery and Plated Ware.	England.	
McDougall, P. & Co.	"			Dry Goods, 53 and 55 Sparks St.	Canada.	1865	Vincent, Thomas.	"			Barristers.		
McKinnon Bros. & Co.	"			Implements and Seeds.	Canada.	1876	Walker, McIntyre, & Ferguson.	"			Insurance Agent and Co. Registrar.	Ireland.	1860
McDonald, K.	"			Ottawa Mills, Richmond Road.	Canada.		Waller, W. H.	"			P. L. Surveyor.	Canada.	1869
McKay, T. & Co.	"			General Blacksmith & Horse Shoer.	Canada.	1839	Wolff, Charles E.	"			Barrister.	Canada.	1865
Meech, Asa.	"			Inspector of Public Schools, Carleton County.	Canada.		Ward, J. W. W.	"			Printer.	Ireland.	1842
May, Rev. J.	"			Master in Chancery.	Canada.	1860	Woodburn, A. S.	"			Ontario Bank.		
Matheson, W. M.	"			Real Estate.	Canada.	1840	Woodman, J. H.	"			Physician and Surgeon.	Canada.	1876
Magee, Charles.	"			County Clerk, Carleton County.	Canada.	1847	Whiteford, J. W., M.D.	"			Marble Works.	Canada.	1861
Macnab, Charles.	"			Barristers and County Solicitors.			Wall & Taylor.	"			Physician and Surgeon, 247 Wellington Street.	Canada.	1872
Mosgrove & Pearson.	"			Lumberman and Agent.	Canada.	1848	Wright, H. P., M.D.	"			Physician and Surgeon, 48 Queen Street West.	Canada.	1877
Murphy, James C.	"						Workman, Alexander.	"			Hardware.	Ireland.	1820
Metropolitan Loan & Savings Co., C. R. Cunningham, Secretary and Treasurer.	"			Barrister.	Canada.	1854	Wise, F. A.	"			Superintendent Rideau Canal.		1858
MacCraken, John J.	"			Solicitor, &c.	Canada.	1853	Wood, O. C.	"			Physician and Surgeon, "Ottawa Cancer Cure"	United States.	1865
Mahon, Edward.	"			Assistant Commissioner of Inland Revenue.									
Miall, E. Jr.	"			Watchmaker & Jeweller, 87 Sparks Street.	Prussia.	1865							
Marks, N.	"			Auctioneer, Broker, House and Land Agent.	Canada.								
Macdonald, A. B.	"												

FITZROY TOWNSHIP.									
Allison, Samuel.	Pakenham.	1	9	Farmer.	Canada.	1849			
Baird, George, Sr.	Diamond.	8	5	Farmer.	Ireland.	1832			
Bradley, John.	Fitzroy Harbour.	11	14	Farmer.	Canada.	1847			
Body, William.	Arnprior.	3	20	Farmer.	Ireland.	1832			
Carrs, Robert.	"	4	23	Farmer and Stock Raiser.	Canada.	1843			
Capps, John.	Fitzroy Harbour.	11	22	Farmer and Lumber Merchant.	Ireland.	1842			
Cavanagh, Thomas.	Kinburn.	8	18	Farmer.	Canada.	1874			
Carr, William.	"	12	10	Farmer.	Ireland.	1831			



## PATRONS' DIRECTORY OF THE

## FITZROY TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Clements, James	Galetta	4	21	Miller	Canada	1842
Dean, William	Arnprior	6	18	Farmer and Deputy Reeve	Ireland	1834
Dickson, J. W.	Mohr's Corners	5	11	Farmer	Canada	1853
Donaldson, William	Kinburn	3	17	Farmer and Shoemaker	Ireland	1843
Elliott, John	Arnprior	4	25	Farmer and Councillor	Ireland	1831
Elliott, Thomas	"	3	24	Farmer	Canada	1847
Elliott, James J.	Galetta	9	15	Woollen Manufacturer	England	1878
Eastwood, J. M.	Fitzroy Harbour	5	14	Farmer and Mill Owner	Canada	1850
Featherston, James	Kinburn	6	11	Farmer	Canada	1838
Forbes, John	"	6	11	Farmer and Lumberman	Canada	1829
Fraser, Allan	Mohr's Corners	6	11	General Blacksmith, Galetta	Scotland	1877
Fraser, George, Jr.	"	6	11	Farmer	Canada	1837
Fraser, John C.	Kinburn	2	10	Carriage Manufacturer and General Blacksmith	Canada	1851
Fraser, W. H.	Pakenham	7	4	Farmer and Proprietor Dominion Springs	Ireland	1831
Gillan, Francis	Kinburn	7	5	Farmer and Lumberman	Canada	1838
Grant, Allan	"	4	16	Farmer	Canada	1830
Grant, John	Mohr's Corners	11	21	Farmer	Ireland	1851
Halpenny, Joseph	Fitzroy Harbour	6	2	School Trustee	Ireland	1836
Hamilton, John	Panmure	11	2	Farmer, Shoemaker, & Postmaster	Ireland	1832
Holmes, Alexander	Marathon	2	24	Farmer	Canada	1842
Hanna, John	Arnprior	11	2	Farmer	Canada	1855
Halpenny, Abraham	Carp	9	16	Farmer and Lumber Merchant	Canada	1847
Hamilton, John L.	Fitzroy Harbour	7	18	Contractor	Canada	1842
Keddy, M. W.	Mohr's Corners	9	22	Farmer, Merchant, and Mill Owner	Ireland	1836
Kyle, William	Fitzroy Harbour	8	17	Farmer	Scotland	1847
Learmonth, George	Kinburn	8	17	Farmer	Canada	1860
Lillie, Robert	Fitzroy Harbour	2	7	Slide Master	Canada	1823
McFarlane, David	Diamond	8	8	Farmer	Ireland	1831
McMillan, Donald	Antrim	2	7	Farmer	Canada	1838
McVitty, James	Fitzroy Harbour	8	20	Farmer and Councillor	Canada	1826
Marshall, T. H.	"	5	18	Merchant and Councillor	Canada	1854
MacLaren, David	Mohr's Corners	5	18	Retired Farmer	Canada	1866
Mohr, Charles	Mohr's Corners	5	20	Retired	New Brunswick	1861
Merritt, D. P.	Mohr's Corners	2	21	Farmer and Potash Manufacturer	England	1843
Monfort, Richard	Arnprior	1	10	Farmer and Stock Raiser	Canada	1845
May, Isaac	Pakenham	4	10	Farmer	Canada	1844
Moreton, James	Arnprior	5	18	Postmaster and General Merchant	Canada	1877
Murphy, O.	Mohr's Corners	5	10	Lumberman	Ireland	1835
Mohr, E.	Kinburn	5	10	Farmer	Ireland	1823
Neil, John	Marathon	4	14	Farmer	Canada	1840
Owens, Edward	Antrim	8	19	Farmer	Ireland	1848
Owens, E. W.	Fitzroy Harbour	6	19	Farmer	Canada	1848
Pigott, John A.	Mohr's Corners	5	19	Farmer	Ireland	1823
Riddell, A. E.	"	5	20	Farmer	Ireland	1835
Riddell, James	"	6	17	Farmer	Canada	1827
Riddell, Archibald	"	5	8	Teacher	Canada	1877
Ritchie, John F.	Kinburn	6	22	Farmer and Mill Owner	Canada	1842
Steele, James C.	Mohr's Corners	10	14	General Blacksmith	Canada	1864
Steen, James	Fitzroy Harbour	11	12	Tanner and Shoe Maker	Canada	1849
Sadler, Robert	"	11	12	Farmer	United States	1832
Somerville, William	"	8	10	Postmaster	Canada	1842
Smith, William	"	3	6	Farmer	Canada	1837
Shirreff, W. A.	"	8	10	Farmer	Ireland	1839
Styles, George	Panmure	3	10	Farmer	Ireland	1831
Story, David	Diamond	7	21	Farmer	Canada	1850
Stevenson, James	Mohr's Corners	10	20	Farmer	England	1837
Turner, John	Fitzroy Harbour	11	26	Township Clerk	Canada	1841
Taylor, W. P.	"	10	20	Farmer	Canada	1832
Teevens, Patrick	"	11	26	Farmer	Canada	1832
Tripp, Robert	"	5	21	Shoemaker	Scotland	1843
Wade, John	Mohr's Corners	4	24	Farmer, Merchant, and Mill Owner	Canada	1855
Whyte, J. G.	Arnprior	8	7	Farmer	Ireland	1825
Willis, William	Diamond	2	13	Farmer and Agr. Implement Agent	Canada	1842
Walker, Robert, Jr.	Pakenham	2	11	Farmer and Stock Raiser	Ireland	1827
Wilson, James	"	2	11	Farmer	Canada	1839
Wilson, William	"	2	11	Farmer	Canada	1839

## GLOUCESTER TOWNSHIP.

Anderson, William	Billings' Bridge	1845	Farmer	Ireland
Argue, J. W.	"	1843	Tanner and Currier	Canada
Angus, William	"	1864	Carriage Manufacturer	Canada
Boyd, Alexander	Manotick	1841	Farmer	Ireland
Baskerville, Joseph	Ramsay's Cors.	1846	Farmer	Ireland
Billings, Samuel	Billings' Bridge	1821	Farmer	Canada
Billings, Charles	"	1825	Township Clerk	Canada
Bell, W. R., M.D.	New Edinburgh	1866	Physician and Surgeon	England
Bradley, B.	Ottawa	1848	General Merchant	Canada
Boyd, James	Eastman's Springs	1841	Farmer and Merchant	Ireland
Baskerville, John	"	1846	Farmer	Ireland
Borthwick, T., Sr.	Ottawa	1834	Farmer and proprietor of Borthwick Springs	Scotland
Borthwick, T., Jr.	Hawthorne	1842	Farmer	Canada
Brock, George	"	1872	Farmer	Jersey Isle
Brown, James	S. Gloucester	1831	Farmer	Ireland
Chartrand, F. C.	Billings' Bridge	1848	Carpenter	Canada
Cutt, Timothy	"	1861	Farmer	England
Craig, Robert	Ottawa	1833	Farmer	Canada
Clark, T. M.	"	1868	Insurance Agent, and Agent for Trust and Loan Company	Scotland
Caldwell, R. B.	New Edinburgh	1872	Merchant	United States
Cosgrove, William	St. Joseph	1849	Farmer and Lumberman	Ireland
Clark, John	Ramsay's Cors.	1840	Farmer	Canada
Crosby, George	Eastman's Springs	1871	Farmer	Ireland
Cowan, Henry	Billings' Bridge	1838	Farmer	Canada
Davey, Martin	Manotick	1844	Farmer	Canada
Dorion, Evariste	Louder	1872	Postmaster and Blacksmith	Canada
Davis, M.	Rock Village	1853	Tanner and Currier	Canada
Davis, I.	"	1853	Farmer and Brick Manufacturer	Canada
Davies, Evan	Billings' Bridge	1844	Farmer	Wales
Duncan, Thomas	S. Gloucester	1829	Farmer	Ireland
Dussere, Rev. P.	"	1875	R. C. Clergyman	France
Elunite, Thomas	Ottawa	1866	Florist	England
Eastman, D. H.	Eastman's Springs	1826	Farmer and Hotel Proprietor	Canada
Esplin, Charles	New Edinburgh	1857	Millwright and Engineer	Scotland
Fenton, George S.	Billings' Bridge	1844	Farmer	Canada
Freeman, John	"	1830	Farmer	Ireland

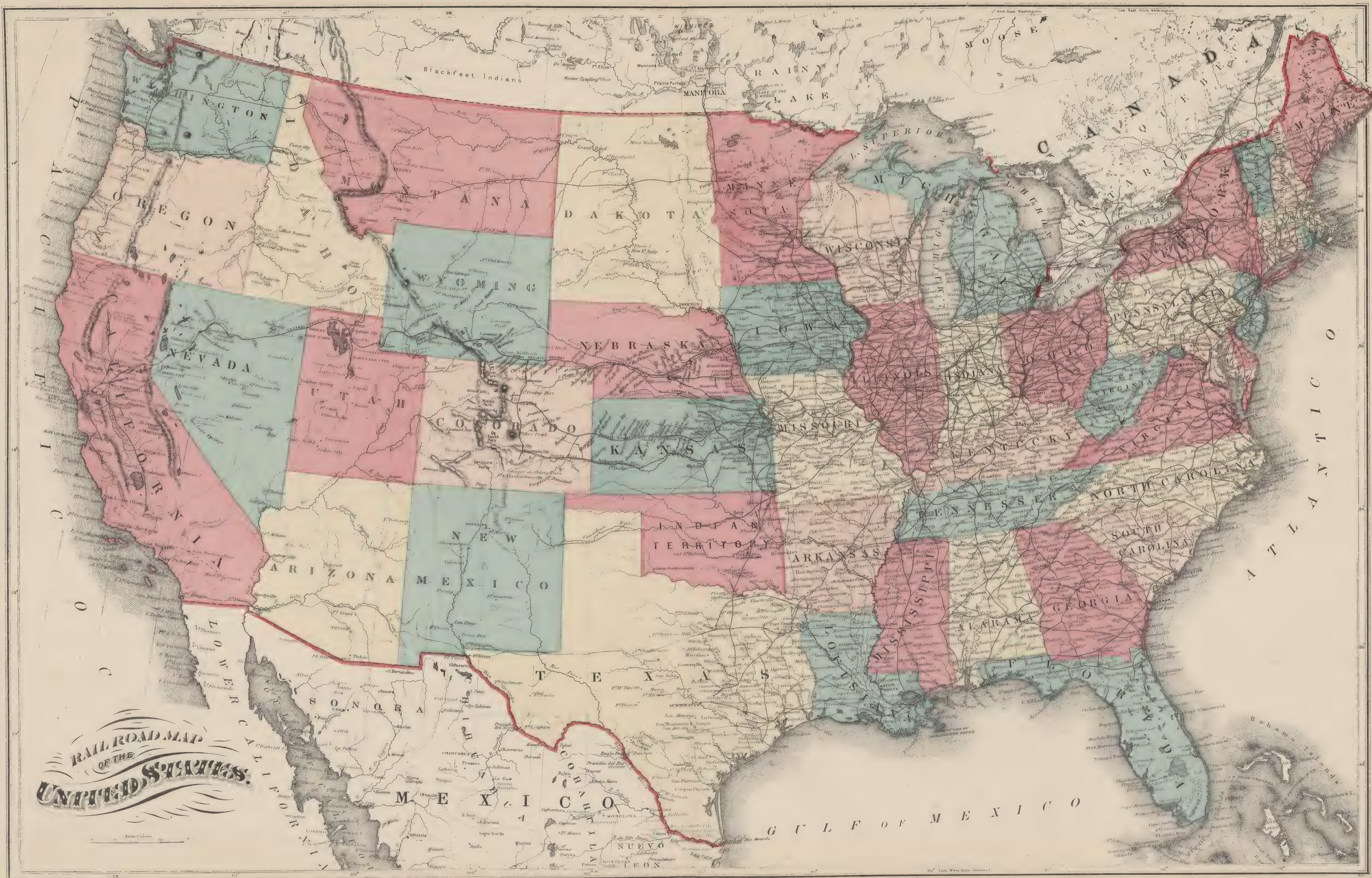
## GLOUCESTER TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Finley, John	Billings' Bridge	RF5	20	Farmer	Canada	1843
Graham, Edward	"	"	1	Farmer	Canada	1843
Graham, David J.	Hawthorne	O F	26	Carriage Maker	Canada	1877
Graham, William	New Edinburgh	"	"	Secretary Ottawa City Passenger Railway Company	Scotland	1866
Graham, A. F.	Hawthorne	RF6	1	Farmer, Postmaster, and Merchant, Hotel	Canada	1878
Gillies, James	"	"	7	Farmer	Scotland	1845
Goth, Robert	S. Gloucester	"	4	Farmer	Canada	1853
Gamble, David	Billings' Bridge	Core	17	Farmer and Councillor	Canada	1832
Gray, Thomas	"	RF4	3	Farmer	Scotland	1873
Hickman, Michael	"	RF	12	Farmer	Germany	1878
Hannan, Thomas	S. Gloucester	"	25	Farmer	Ireland	1854
Hurdman, Robert	Ottawa	J G	14	Farmer and Lumberman	Canada	1871
Heron, Matthew	Billings' Bridge	"	20	Farmer	Scotland	1871
Heron, Albert	"	"	20	Farmer	Scotland	1847
Hull, Joseph	"	RF4	1	Farmer	Ireland	1851
Hurdman, W. H.	Ottawa	J G	13	Reeve of Township & Lumber Merchant	Canada	1873
Henderson, John	New Edinburgh	"	"	Bookseller and Reeve	Scotland	1858
Harris, James	Ottawa	"	"	V. S., New Edinburgh	Scotland	1857
Hopkins, Robert	"	"	"	Farmer	Canada	1840
Hughes, J. W.	Eastman's Springs	OF8	2	Farmer and Lumberman	Canada	1871
Henry, Francis	"	"	7	Farmer	Canada	1839
Hill, Thomas	Hawthorne	"	27	Farmer	England	1850
Hardy, Francis	Billings' Bridge	RF2	14	Farmer	Ireland	1830
Ivay, William	Hawthorne	OF4	20	Farmer	England	1853
Johnston, James	Billings' Bridge	J G	17	Farmer	Canada	1827
Johnston, James	Ramsay's Cors.	RF6	9	Farmer and J. P.	Canada	1829
Jeffery, George S.	Hawthorne	"	"	Blacksmith	Canada	1848
Jardine, Andrew	Billings' Bridge	"	"	Farmer	Scotland	1870
Kemp, John	Blackburn	OF3	10	Farmer	Canada	1830
Lang, George	Ottawa	OF1	24	Florist	Canada	1844
Lee, Robert	Billings' Bridge	RF4	21	Farmer	Ireland	1832
Lennox, John	S. Gloucester	RF4	18	Farmer	Ireland	1841
McEwan, A.	Hawthorne	"	5	Farmer	Scotland	1840
McHugh, F.	Louder	OF3	23	Farmer	Canada	1830
McArthur, John A.	Ottawa	"	"	Yeoman, Janeville	Canada	1831
McKenzie, Alex. R.	Billings' Bridge	"	"	Farmer	Canada	1839
Marlin, Hezekiah	Ramsay's Cors.	RF6	6	Farmer, 2nd Deputy Reeve	Canada	1873
Mason, F. W.	Ottawa	"	"	Piano Tuner	England	1873
Minion, Stephen	Eastman's Springs	OF7	3	Farmer	Ireland	1860
Nolan, William	Manotick	RF3	23	Farmer	Canada	1842
O'Connor, Richard	Billings' Bridge	J G	23	Farmer	Canada	1850
Olmsted, Mrs. A.	Ottawa	"	"	Retired, Janeville	England	1821
O'Dougherty, John	S. Gloucester	RF4	28	Retired	Ireland	1841
O'Neill, Garrett	"	"	"	O'Neill Hotel	Canada	1853
Phair, James	Ottawa	"	"	Farmer	Canada	1853
Padgett, John	Manotick	RF1	15	Farmer	Ireland	1845
Parson, Mrs. T.	Ramsay's Cors.	"	"	Farming	Ireland	1845
Phillip, Rev. T.	Orleans	"	"	R. C. Clergyman, St. Joseph	France	1862
Parry, W. J.	Billings' Bridge	"	"	Harness Maker	England	1873
Reardon, Patrick	Manotick	RF1	30	Farmer	Ireland	1876
Robert, F.	Ottawa	OF2	1	Proprietor Ottawa Sulphur Springs	Canada	1838
Robert, S.	"	"	2	Proprietor Ottawa Sulphur Springs	Canada	1838
Rothwell, B.	"	"	1	Farmer and Horse Breeder	Canada	1849
Robillard, Alexander	"	"	1	Contractor and Deputy Reeve	Canada	1844
Rose, A. A.	Billings' Bridge	"	"	Toll Gate	Canada	1852
Sparks, Robert	Ottawa	"	"	P. L. Surveyor	Canada	1839
Smyth, J. J.	Billings' Bridge	J G	15	Farmer	Canada	1832
Sharp, John	Ottawa	"	"	Farmer	Canada	1852
Spratt, James	Billings' Bridge	RF4	7	Farmer and 1st Deputy Reeve	Canada	1838
Sparks, Samuel J.	Ottawa	J G	8	Farmer	Canada	1848
Sievrigh, James	Billings' Bridge	RF4	6	Farmer and J. P.	Scotland	1834
Smith, James	Ottawa	JG1	2	Farmer	England	1860
Spratt, Andrew	Billings' Bridge	RF4	23	Farmer	Ireland	1827
Sparks, Abraham	Louder	OF2	21	Farmer	Ireland	1826
Sims, H. F.	New Edinburgh	"	"	Gardener and Councillor	Canada	1844
Skead, Robert	Ottawa	OF1	20	Lumberman and Farmer	England	1840
Sparks, Frederick	Ottawa	J G	8	Farmer	Canada	1846
Smith, Robert	Eastman's Springs	OF7	5	Farmer	Scotland	1820
Smyth, Charles	Billings' Bridge	RF2	13	Farmer and Agricultural Implement Agent	Canada	1826
Tremblay, Nicholas	Ottawa	J G	11	Farmer	Canada	1846
Upton, William	"	RF2	5	Farmer	England	1857
Valiquette, A.	"	J G	9	Tanner and Currier	Canada	1847
Wood, H. O.	Billings' Bridge	RF3	3	P. L. Surveyor	Canada	1831
Wood, Leonard	"	"	8	Farmer	Canada	1851
Willis, Thomas	"	J G	2	Farmer	Canada	1836
Wilson, Z.	Ottawa	"	5	Collector of Customs	Canada	1865
Wilson, William	New Edinburgh	"	"	A. L. C. H. of Canada	Canada	1873
Willson, Edward	Hawthorne	RF4	7	Farmer	England	1844
Walsh, George	"	RF5	6	Farmer	Canada	1844
Yeoman, Joseph	Ottawa	"	"	Hotel Proprietor, Janeville	England	1858

## GOULBOURN TOWNSHIP.

Alexander, A.	Stittsville	11	23	Farmer and Councillor	Canada	1832
Arnold, Joseph	Hazledean	11	30	Farmer	England	1851
Abbott, Adam	"	"	"	Merchant and Postmaster	Canada	1840
Armstrong, James	Richmond	2	24	Farmer	Canada	1842
Alexander, W.	Stittsville	11	23	Hotel Keeper	Canada	1845
Argue, George	"	9	26	Farmer	Canada	1835
Argue, Robert	Fallowfield	7	28	Farmer	Canada	1846
Anderson, David	Dwyer Hill	5	3	Farmer	Canada	1849
Anderson, James	"	4	5	Farmer	Scotland	1819
Beatty, D. M.D., C.M.	Richmond	"	"	M.D.	Canada	1837
Butler, W. H.	"	"	"	P. M. and Merchant, Leather Manufacturer, Boots	Ireland	1842
Butler, Thomas	Hazledean	11	28	Farmer	Canada	1852
Bradley, Henry	"	"	"	Farmer	Canada	1840
Bradley, Albert	"	"	"	Manufacturer of Carriages and Agricultural Implements	Canada	1844
Beemond, J.	Richmond	"	"	Retired	Canada	1832
Bennett, Henry A.	"	"	"	Gentleman	Canada	1851
Burroughs, G. A.	Stittsville	8	24	Farmer	Canada	1851
Brown, William	Richmond	5	26	Farmer	Ireland	1849
Burroughs, W. T.	Fallowfield	8	30	Farmer and General Loan and Insurance Agent	Canada	1850







## GOULBOURN TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Burroughs, George...	"	8	30	Farmer and Insurance Agent	Canada	1841
Brady, John	Ashton	6	5	Farmer	Ireland	1842
Brownlee, John	Richmond	1	24	Farmer	Canada	1831
Cathcart, Carleton	Stittsville	7	24	Township Clerk	Ireland	1822
Cherry, W. W.	"	"	"	General Blacksmith	Canada	1846
Conn, James	Ashton	9	1	P. M. and Merchant	Canada	"
Cathcart, James	Stittsville	7	24	Farmer	Canada	1830
Craig, James	Dwyer Hill	3	2	Farmer	Ireland	1834
Davidson, James	Ashton	9	12	Farmer	Canada	1840
Drammond, John	"	9	7	Farmer	Canada	1828
Edwards, William	Dwyer Hill	4	6	Farmer	Canada	1852
Featherston, Thomas	Richmond	6	17	Farmer	Canada	1830
Frizell, R. N.	Munster	2	8	Farmer	Canada	1832
Gammel, Archibald	Richmond	6	25	Farmer	Scotland	1848
Garland, T. W.	Ashton	8	5	School Teacher	Ireland	1820
Garland, Nicholas	"	8	4	Farmer	Ireland	1819
Garland, A. J.	"	7	5	Farmer	Canada	1833
Green, Edward	Richmond	2	13	Farmer	Canada	1845
Garland, John	Dwyer Hill	2	7	Farmer	Ireland	1825
Hobbs, Robert	Ashton	8	9	Farmer	Ireland	1861
Henderson, James	Munster	2	12	Farmer	Ireland	1819
Handley, Richard	Richmond	"	"	Miller	England	1873
Henbury, Michael	Stittsville	9	"	Farmer	Canada	1852
Kemp, John	Hazledene	11	26	Farmer and Stock Raiser	Canada	1838
Kettles, William	"	12	27	Farmer	Ireland	1847
Kenny, Mark, Jr.	Stittsville	8	27	Farmer	Canada	1842
Kennedy, Robert	Ashton	8	1	Merchant	Scotland	1865
Lyon, R. E.	Richmond	"	"	Farmer, Grist, Saw & Shingle Mills	Canada	1826
Lamont, John	Ashton	9	2	Tailor	Scotland	1853
Lack, A.	Stittsville	7	24	Farmer	Canada	1856
Leonard, Terence	Dwyer Hill	1	6	Farmer	Ireland	1841
McDougall, D.	Richmond	"	"	Carriage Manufacturer and Undertaker	Canada	1858
McElroy, William	"	"	"	Merchant and Notary Public	Canada	1848
McCaferly, Francis	Stittsville	8	21	Saw Mill Owner and Lumber Merchant	Canada	1847
McKinney, John	"	10	12	Farmer	Canada	1856
McKittrick, Patrick	Ashton	10	8	Farmer	Ireland	1832
McFadden, Isaac	"	8	1	Farmer	Canada	1829
McCaffery, Samuel	Stittsville	10	22	Farmer	Canada	1841
McCaffery, Thomas	"	8	21	Farmer	Ireland	1823
McCaffery, Charles	"	7	20	Farmer	Canada	1830
McElroy, James	Richmond	"	"	Merchant	Canada	1851
McRorie, William	Dwyer Hill	3	4	Farmer	Canada	1843
McFarlane, Peter	Munster	6	7	Farmer	Canada	1831
Mann, W. H.	Richmond	6	18	Farmer	Canada	1851
Mann, R. D.	"	7	18	Farmer	Canada	1849
Mann, Samuel	"	8	18	Farmer	Canada	1856
O'Connell, Rev. P.	"	"	"	Priest	Ireland	1851
O'Reilly, Patrick	Ashton	8	6	Farmer	Ireland	1834
Rielly, H.	Richmond	"	"	Division Court Clerk and Hotel Proprietor	Canada	1844
Rielly, John	"	"	"	Farmer and Councillor	Canada	1846
Robinson, Thomas	"	4	"	Farmer	Ireland	1857
Revington, James	Stittsville	8	26	Farmer	Canada	1849
Rooney, Anthony	Fallowfield	7	27	Farmer	Canada	1872
Stewart, Neil	Ashton	9	1	Farmer and Reeve	Canada	1852
Sykes, Hiram	"	8	2	Farmer and Deputy Reeve	Canada	1824
Spearman, John	Stittsville	8	25	Farmer and Saw Mill Owner, School Trustee	Canada	1828
Simpson, Samuel	Ashton	9	1	Manufacturer of Carriages, Wagons and Sleighs, and Blacksmith	Canada	1847
Simpson, S. S.	"	9	6	Farmer	Canada	1847
Simpson, William	"	8	8	Farmer	Canada	1840
Simpson, Thomas	"	9	5	Farmer	Canada	1822
Simpson, James R.	"	7	2	Farmer	Canada	1832
Simpson, Robert	"	7	3	Farmer	Canada	1822
Seabrook, Joseph	Stittsville	9	17	Farmer	Ireland	1842
Stitt, John	"	10	21	Farmer	Canada	1842
Spearman, A.	"	10	27	Farmer	Canada	1847
Sykes, William	Ashton	7	8	Farmer	Canada	1864
Shillington, T. B.	Richmond	"	"	Teacher	Canada	1852

## HUNTLEY TOWNSHIP.

Atkinson, W.	Carp.	"	"	Carp Steam Mills	Canada	1878
Armstrong, Edward	"	5	16	Farmer and Reeve	Canada	1834
Atkinson, A.	"	"	"	General Merchant	Canada	1874
Armstrong, J. B.	Elm.	4	21	Farmer	Canada	1847
Armstrong, Thomas	Carp.	4	16	Farmer	Canada	1837
Armstrong, William	Elm.	5	24	Farmer	Canada	1847
Alexander, Samuel	Huntley	2	12	Farmer	Canada	1847
Baird, J. G.	Carp.	"	"	Physician and Surgeon	Canada	1845
Barton, William	"	4	21	Farmer	Canada	1843
Barrows, Albert	Huntley	3	6	Farmer	Canada	1844
Branch, James	Appleton	10	1	Farmer	Canada	1820
Caldwell, Forest	Carp.	3	16	Farmer	Canada	1831
Connors, Michael	Huntley	9	20	Farmer	Canada	1858
Dreelan, James A.	Carp.	3	16	Farmer	Ireland	1858
Dooley, William	"	"	"	Hotel Proprietor	Canada	1840
Falls, Robert	"	"	"	General Blacksmith	Canada	1848
Graham, Andrew	Huntley	3	5	Farmer	Canada	1822
Groves, George H.	Carp.	"	"	M. D. C. M.	Canada	1850
Gourlay, William	Huntley	1	10	Farmer	Ireland	1834
Grace, Patrick	Powell	11	25	Farmer	Canada	1852
Humphreys, William	Carp.	"	"	General Merchant	Canada	1853
Hodgins, A.	"	5	21	Farmer	Canada	1850
Holmes, Francis	"	6	21	Farmer	Ireland	1845
Hodgins, William	Elm.	5	25	Farmer	Canada	1837
Hodgins, Henry	Carp.	6	21	Farmer	Canada	1837
Hodgins, John	"	6	20	Farmer	Canada	1837
Holmes, John	Huntley	2	10	Farmer	Ireland	1836
Hockey, Dennis	Powell	11	18	Farmer	Canada	1851
Hodgins, Eliza	Carp.	5	21	Farmer	India	1832
Johnson, L. H.	"	"	"	General Merchant	Canada	1873
Johnston, James	"	3	19	Farmer	Canada	1836
Kennedy, James	Elm.	4	22	Retired	Canada	1832
Kennedy, Edward	Powell	11	21	Farmer	Canada	1839
Kemp, Richard	Huntley	3	4	Farmer	Canada	1832
Kemp, Hazelwood	Carp.	2	15	Farmer	Canada	1822
Kidd, Richard	Huntley	3	5	Teacher	Canada	1854
"	Carp.	2	18	Farmer	Canada	1852

## HUNTLEY TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Lowry, George	Elm.	6	24	Farmer	Ireland	1822
McBride, Henry	Carp.	3	17	Farmer and Councillor	Canada	1828
McBride, William	Elm.	4	23	Farmer	Canada	1820
McArton, Henry	Appleton	12	1	Farmer	Scotland	1870
McGregor, Duncan	"	"	"	Farmer	Scotland	1854
McMorrison, Rev. S.	Carp.	"	"	Clergyman	Canada	1875
Moorhead, John	Marathon	6	24	Farmer	Ireland	1827
Manion, John	Huntley	8	"	Farmer and Deputy Reeve	Canada	1829
Mahoney, C. H.	Powell	11	17	Farmer and Postmaster	Ireland	1829
Moore, Andrew	Elm.	4	22	Farmer	Canada	1834
Moorhead, Stephen	"	5	25	Farmer	Canada	1827
Manion, P.	Powell	10	18	Farmer	Ireland	1825
Pearson, Jesse	Carp.	"	"	General Merchant	Canada	1847
O'Sullivan, James	Appleton	11	3	Farmer	Ireland	1825
O'Keefe, Maurice	Powell	12	19	Farmer	Ireland	1848
O'Keefe, Patrick	Pannure	11	23	Farmer	Canada	1854
Powell, Robert	Carp.	6	23	Farmer	Ireland	1822
Peever, James	"	2	20	"	Canada	1847
Reid, John, Sr.	"	5	22	Farmer	Ireland	1821
Rivington, W.	"	2	17	Farmer, Groceries, Liquors, and Provisions	Canada	1832
Rivington, R.	"	4	19	Farmer	Canada	1849
Scott, Robert	Huntley	"	"	Farmer	Ireland	1872
Stanley, John	Carp.	"	"	General Blacksmith	Canada	1854
Scharf, Nicholas	"	"	"	Carriage Manufacturer	Canada	1853
Sawyer, David	Huntley	3	6	General Merchant	England	"
Speck, A. A.	Carp.	"	"	Merchant	South Africa	1855
Tierney, John	Huntley	"	"	Farmer	Canada	1854
Wilson, James	Carp.	3	20	Farmer	Canada	1840
Wilson, David	Marathon	6	25	Farmer	Canada	1827
Wilson, William	Carp.	3	23	"	Canada	1835
Wilson, Andrew	"	1	5	Farmer	Ireland	1821
Wilson, Thomas	"	3	20	Farmer and Leather Manufacturer	Canada	1832

## MARCH TOWNSHIP.

Armstrong, John	South March	6	25	Farmer	Canada	1844
Acres, George	Hazledene	1	5	Farmer and Councillor	Canada	1831
Bucher, William	South March	3	11	Proprietor of Carleton Hotel	Canada	1826
Bradley, John	Dunrobin	3	23	General Blacksmith	Canada	1858
Church, C. M., M. D.	Aylmer	"	"	Physician	Canada	1855
Greene, R. Y.	Monk	7	21	Farmer and Reeve	Ireland	1837
Graham, E.	South March	2	7	Farmer	Canada	1841
Graham, David	"	2	7	Farmer	Canada	1838
Gourlay, Hugh	Huntley	1	7	Farmer and Stock Raiser	Ireland	1838
Hawkshaw, W.	"	1	6	Carpenter	Canada	1871
Jameson, W.	Carp.	1	14	Farmer	Ireland	1830
Kennedy, W.	South March	3	15	Farmer and Councillor	Canada	1842
Monk, G. W., M.P.P.	"	3	8	Farmer and Agent	Canada	1838
Morgan, George	"	3	9	Farmer	Canada	1827
Muldoon, Patrick	Dunrobin	3	22	Farmer	Ireland	1847
Pinhey, H. K.	South March	2	22	Farmer	Canada	1852
Richardson, F. W.	"	2	4	Farmer	Canada	1829
Richardson, Thomas	"	1	6	Farmer	Canada	1837
Richardson, Gardiner	"	1	5	Farmer	Canada	1831
Read, James	"	7	18	Farmer	Canada	1824
Riddle, Oliver	"	4	10	Farmer	Ireland	1837
Scissons, Samuel	"	3	11	Farmer and Councillor	England	1843
Younghusband, J.	"	2	13	Retired Teacher	England	1828

## MARLBOROUGH TOWNSHIP.

Brownlee, Milton	Malakoff	4	1	Farmer and Medical Student	Canada	1854
Beckett, Robert	North Gower	7	1	Farmer	Ireland	1865
Caldwell, H. J.	Malakoff	5	18	Teacher	Canada	1855
Caldwell, Meredith	"	5	18	Farmer	Canada	1853
Campbell, R. O.	Burritt's Rapids	"	"	Brevet Major 56th Battalion, Volunteer Militia, Canada	Canada	1825
Cook, William	North Gower	"	"	Teacher S. S. No. 3	Canada	1853
Depencier, W. H.	Kemptville	B F	5	Farmer	Canada	1815
Dilworth, William	Richmond	"	"	Teacher S. S. No. 6	Canada	1845
Dalglish, John	Burritt's Rapids	"	"	Teacher S. S. No. 5	Canada	1844
Derrick, Mrs. A.	"	1	29	Farming	Canada	1862
Johnston, Thomas	Malakoff	6	6	Farmer and Postmaster	Ireland	1845
McIntyre, John	Kemptville	B F	9	Farmer	Canada	1851
Mackey, Rosannah J.	North Gower	5	2	Farming	Ireland	1823
Marlborough Township Council	"	"	"	"	"	"
Morrison, Alexander	Burritt's Rapids	2	15	Farmer	Canada	1854
Morrison, James	Malakoff	7	7	Farmer	Scotland	1840
O'Neil, Daniel	Burritt's Rapids	1	30	Farmer	Canada	1852
Ormsod, George	"	6	30	Farmer	England	1842
Peirce, William John	Malakoff	5	6	Farmer and Reeve	Ireland	1836
Ralph, William	Burritt's Rapids	5	27	Farmer	Canada	1842
Reddick, John	Malakoff	4	4	Farmer	Ireland	1832
Wiggins, Thomas	Kemptville	B F	11	Farmer and Township Clerk	Canada	1828
Wilson, Robert	North Gower	5	2	Farmer	Canada	1829
Watts, William	Burritt's Rapids	1	30	Farmer and Stock Raiser, Blood Stock	Canada	1824
Waldo, F. L.	"	1	27	Farmer, Councillor, and J. P.	Canada	1825
Young, N. B.	"	1	27	Farmer	Canada	1808

## NEPEAN TOWNSHIP.

Anderson, Arthur	Ottawa	"	"	Brewer, Rochester Brewery, Rochester	Canada	1852
Boyce, John, J.P.	Merivale	1	22	Farmer and Assessor	Ireland	1848
Bishop, Henry	Bell's Corners	2	6	Farmer, Stone Quarry	Ireland	1821
Beatty, Thomas	South March	A	8	Farmer	Ireland	1818
Clark, Thomas	Ottawa	B L M	"	Farmer and Stock Grower, Reeve of Township	Scotland	1840
Cowan, James	"	A	31	Farmer	Canada	1877
Clark, John	"	A	32	Farmer, Breeder of Thoroughbred and Clydesdale Horses	Scotland	1840
Dawson, John	Bell's Corners	4	34	Farmer	Canada	1830
Davison, Samuel A.	Fallowfield	6	25	Farmer	Canada	1836







# EASTERN HEMISPHERE





## PATRONS' DIRECTORY OF THE COUNTY OF CARLETON.

## NEPEAN TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Davison, Andrew W.	Fallowfield	6	24	Farmer	Canada	1852
Eadie, James	Richmond	6	8	Farmer and Stock Grower	Canada	1850
Foster, John	Bell's Corners	2	18	Farmer and Councilman	Canada	1832
Graham, William	"	2	16	Farmer	Canada	1827
Graham, Thomas	"	1	13	Farmer and Stock Grower	Canada	1826
Graham, Thomas	"	1	13	Farmer	Canada	1822
Good, Thomas	Richmond	6	5	Farmer and Stock Grower	Canada	1843
Hopper, E. B.	Merivale	A	27	Farmer and Postmaster	Canada	1835
Hare, Robert	Bell's Corners	2	20	Retired Farmer	Ireland	1819
Hare, Samuel	"	2	20	Farmer	Canada	1819
Henderson, James	Fallowfield	5	17	Farmer and Stock Grower	Canada	1839
Henderson, William	"	5	17	Farmer and Stock Grower	Canada	1843
Hay, James	Bell's Corners	3	33	Lumberman	Canada	1835
Johnston, Joseph	Ottawa	1	27	Sash and Doors, Carding and Fulling, Saw and Planing Mill	Scotland	1848
Lemoine, George	Merivale	2	25	Farmer	Canada	1854
McKellar, A.	Ottawa	1	28	Dairyman, Farmer & Stock Grower	Scotland	1873
McArthur, John	Fallowfield	5	19	Farmer and Stock Grower	Canada	1869
McCawley, Roderick	Richmond	6	6	Farmer	Ireland	1833
Moodie, William	"	6	12	Farmer and Stock Grower	Scotland	1852
Moodie, R., Jr.	Bell's Corners	6	8	Hotel Keeper	Scotland	1850
Mackey, William	Richmond	6	8	Farmer	Ireland	1818
Moodie, David	Ottawa			Blacksmith, Carriage Maker, Plough Maker and Jobber, Richmond Rd.	Scotland	1852
Magee, Robert	"	1	23	Farmer	Canada	1836
Nelson, John	"	A	31	Farmer and Stock Grower	Ireland	1835
Nelson, Robert	"	A	34	Farmer	Canada	1845
Nelson, Alexander	"	A	34	Farmer	Canada	1843
Nepean Township Corporation				F. W. Harmer, Clerk, Bell's Corners		
Olmsted, George	Merivale	1	31	Farmer	Canada	1842
Plunkett, William	Bell's Corners	2	33	Farmer and Stock Grower	Canada	1855
Rivington, R.	Merivale	1	15	Farmer and Stock Grower	Canada	1833
Robinson, T. M.	Bell's Corners	5	35	Farmer and Stock Grower	Canada	1827
Shillington, Thomas	Ottawa	A	L	Farmer and Dairyman	Canada	1841
Sullivan, W. H.	Merivale	1	33	Farmer	Canada	1841
Scott, John	Ottawa	1	32	Farmer and Stock Grower	Canada	1847
Stewart, Alexander	"	1	34	Farmer and Gardener	Canada	1839
Stapledon, J. S.	Bell's Corners	3	35	Farmer	Canada	1837
Shore, Richard	"			Carriage Maker, &c.	Canada	1877
Sullivan, Harvey	Ottawa	1	33	Farmer and Stock Grower	Canada	1845
Sparks, James	Bell's Corners	5	33	Farmer	Canada	1833
Thomson, John	Ottawa	1	29	Farmer and Deputy Reeve	Canada	
Thackeray, Robert	Mo ntSherwood			Factory, Flooring and Mouldings, Sash, Door, and Blind	England	1875
Walker, C. J.	Bell's Corners			Farmer	England	1878
Waggoner Stephen H.	"			Toll Gate Keeper		

## NORTH GOWER TOWNSHIP.

Anderson, James	Manotick	2	32	Hotel Keeper and Mail Contractor	Canada	1821
Anderson, John	Kars	2	32	Farmer	Canada	
Beaman, James	North Gower	3	20-1	Township Clerk, Conveyancer, Farmer and General Agent	Canada	1826
Bradley, George	Manotick			Harness Maker	Canada	1840
Bradley, George	North Gower	2	26	Farmer	Canada	
Brownlee, Hugh	Kars	1	20	Farmer—Second Prize for Model Farm for North Gower and Marlborough Townships	Canada	1835
Craig, John	North Gower	3	13	Farmer and Township Reeve	Canada	
Craig, James	"	4	20-1	General Farmer	Ireland	1834
Craig, J. O.	"	3	15	Plasterer, Brick and Stone Mason	Canada	1864
Carson, E.	Manotick			Barber—Hairdressing and Shaving done up in style	Canada	1845
Craig, Thomas	North Gower	4	22	Farmer and Tanner	Canada	1837
Craig, George	"			General Merchant	Ireland	1840
Drynan, Robert	"			Carriage Making and Blacksmithing	Canada	1839
Dickinson, M. K.	Manotick			Mill Owner & General Manufacturer	United States	1828
Doyle, Peter	"			Proprietor of Manotick Hotel	Ireland	1871
Davidson, Peter	"			Retired	Scotland	1842
Esplin, Charles	New Edinburgh			Engineer and Millwright	Scotland	1857
Elliott, William	North Gower	A		Mail Contractor, Hotel Keeper, and Farmer	Ireland	1850
Eastman, John A.	"	3	15	General Farmer and Contractor	Canada	1832
Greer, John	Kars	A	14	Farmer	Canada	
Hill, Robert	Richmond	4	3	Farmer	Canada	1851
Hunt, E. H.	Manotick			Carriage Manufacturer & Blacksmith	Canada	1850
Johnston, James	North Gower	4	20	Hotel Keeper, Farmer, and Bailiff 5th Division Court	Ireland	1840
Kidd, Edward, M.D.	Manotick			Physician and Surgeon	Canada	
Lindsay, Alexander	"			Of Lindsay & Keating, Merchants, 31 Main Street	Canada	1836
Latimer, James	Kars			Blacksmith	Canada	
Lindsay, C. G.	"			General Merchant and Postmaster	Canada	1849
Lindsay, William	"	2	25	Farmer and Councilman	Canada	1834
McCorkell, Thomas	Manotick			Carriage Maker	Canada	1837
McEwen, Benjamin	North Gower	4	20	Farmer	Canada	1827
Pettapiece, T. F.	"	3	23	Farmer	Canada	
Pement, J. A.	Manotick			General Blacksmith and Carriage Maker	Canada	1848
Phelan, John	North Gower	2	16-7	General Farmer	Canada	
Roche, Wm. N., M.D.	Kars			Physician and Surgeon	Canada	1863
Routledge, Alexander	North Gower			General Merchant	Canada	1853
Wilson, James	Manotick	A	12	Farmer	Canada	1853
Williams, Henry	"			Merchant	Canada	1837
Wallace, James	North Gower	3	24	Farmer and Cheese Manufacturer	Canada	1838

## OSGOODE TOWNSHIP.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Allen, Robert	West Osgoode	2	35	Farmer	Ireland	1840
Baker, A. J., M.P.P.	Metcalfe	7	21	Farmer	Canada	1843
Bassett, Thomas	"			Grist and Saw Mill Proprietor	England	1871
Bowen, Edward	Vernon	6	39	Bricklayer, Plasterer, and Mason	Canada	1846
Campbell, Alexander	Metcalfe	7	24	Farmer	Canada	1845
Cameron, Daniel	Vernon	6	29	Farmer	Scotland	1831
Cameron, W.	Metcalfe	6	21	Farmer	Canada	1834
Calder, Rev. J. A. G.	"			Clergyman	Canada	1877
Craig, D.	"	9	26	Farmer	Scotland	1842
Comrie, William	"	7	27	Farmer	Canada	1858
Cameron, Allen	Vernon	7	32	Farmer	Canada	1846
Campbell, J. M., Bros.	"			Grist, Saw, Shingle, and Carding Mills	Canada	1848
Campbell, Daniel	"	5	39	Farmer	Canada	1837
Cameron, Duncan, Jr.	Metcalfe	9	26	Farmer	Canada	1846
Dow, Alexander, Sr.	"	7	26	Farmer	Scotland	1831
Dow, Alexander, Jr.	"	7	26	"	"	"
Dalglish, Peter	Vernon			Carriage Maker	Canada	1853
Dawson, Rev. A. McD.	Dawson			R. C. Clergyman, St. John's, West Osgoode	Scotland	1854
Fleming & Irving	Metcalfe			Carriage Manufacturers	Canada	1875
Hanna, J. R.	"	7	23	Farmer	England	1832
Howell, G. & Howes	Vernon			Carriage Manufacturer, Ploughs and Harrows; General Work done neatly and promptly	Canada	1848
Herbert, James	Dawson	3	15	Farmer and Councillor	Canada	1841
Iveson, F.	Metcalfe			Harness Maker	England	1856
Kennedy, John	"	7	22	Farmer and Township Clerk	Canada	1841
McDonald, Duncan	Ormond	9	40	Farmer	Canada	1835
McDonald, James	"	9	40	Farmer	Scotland	1832
McNab, John L.	Kenmore	8	33	Carpenter and Builder	Canada	1848
McDonnell, Alexander	Metcalfe	8	24	Farmer and Township Treasurer	Canada	1825
McDonnell, Duncan	"	8	25	Farmer	Canada	1827
McDonnell, A. S.	"	7	25	Farmer	Canada	1827
McDonnell, J. A.	"	8	25	Farmer	Canada	1846
McMillan, Zachariah	"	7	21	Farmer, J. P., and Issuer of Marriage Licenses	Ireland	1838
McLaurin, James	"	6	21	Farmer	Canada	1846
McRostie, Peter	"	6	23	Farmer	Canada	1826
McMaster & Cartner	Kenmore			Proprietor of Saw and Shingle Mill	Canada	1875
McKeown, Robert	"	8	21	Farmer	Canada	1860
McDiarmid, A.	Vernon	4	37	Farmer and Councillor	Canada	1844
McKay, William	West Osgoode	2	38	Retired	Ireland	1836
McKay, Stephen	"	2	38	Farmer	Canada	1854
McEwen, Rev. J. P.	Metcalfe	6	31	Baptist Minister	Canada	1873
McLaurin, Daniel	"	6	22	Farmer, Inspector of Licenses, District of Russell	Canada	1837
McDiarmid, D.	Vernon	6	31	Farmer	Scotland	1844
Muir, Rev. Thomas	Metcalfe			Presbyterian Minister	Scotland	1876
Morgan, Ira F.	"			Division Court Clerk	Canada	
Popham, George	"	6	20	Farmer	England	1831
Popham, W. T.	"	6	20	Farmer	Canada	1841
Quail, James	"	7	3	Farmer	Ireland	1843
Pink & Rolston	"			General Store	Canada	1874
Sharpe, James	"	6	24	Farmer	Scotland	1858
Stanley, James	"	8	21	Farmer	Ireland	1852
Stanley, Richard	S. Gloucester	5	5	Farmer and Hotel Proprietor	Ireland	1846
Stitt, S. S.	Vernon			Miller	Canada	1875
Simpson, Rev. James	Metcalfe			Methodist Minister	Canada	
Smith, Thomas	"	7	23	Carriage, House, and Sign Painter	England	1862
Whiteside, James	"	8	16	Farmer and Deputy Reeve	Canada	1836
Williams, W. J.	"	6	30	Farmer	Canada	1847
Warring, Jacob	"	6	26	Farmer and Carpenter	Canada	1877
Woods, Samuel J.	"	9	18	Farmer	Canada	1847
Whiteside, Edward	"	8	16	Farmer	Ireland	1830
Whiteside, Edwd, Jr.	"	8	3	Farmer	Canada	184

## TORBOLTON TOWNSHIP.

Burkham, John	FitzroyHarbour	4	15	Retired	Scotland	18
Baird, Mrs. D.	"	4	19	Farming	Scotland	
Baird, Mrs. J.	Dunrobin	2	4	Farming	Canada	
Fetherston, W. J.	"	3	9	Farmer	Canada	
Fetherston, A.	"	3	11	General Merchant	Canada	
Groves, R. J.	Kilmaurs	1	16	Blacksmith	Canada	
Grierson, J. F.	FitzroyHarbour	1	18	Farmer	Scotland	
Hedley, George N.	"	4	18	Farmer	Canada	
Hodgins, William	"	2	12	Farmer	Canada	
Hedley, Nicholas	Dunrobin	2	7	Farmer	Canada	18
Hamilton, W. H.	"	4	11	Farmer	Canada	1837
Kelly, P. O.	FitzroyHarbour	1	25	Farmer	Ireland	1840
Low, John	Kilmaurs	2	10	Farmer and Councillor	Ireland	1846
Mills, James	Dunrobin	3	13	Farmer and Reeve	Canada	1830
McDonald, William	FitzroyHarbour	1	26	Farmer and Councillor	Canada	1840
Munro, William	Kilmaurs	2	14	Farmer and Postmaster	Scotland	1832
Munro, Charles	"	2	22	Farmer	Canada	1845
Milford, Henry	"	2	15	Farmer	Canada	1849
Nesbitt, William	"	2	12	Farmer	Canada	1840
Rutledge, Joseph T.	FitzroyHarbour	2	21	Farmer	Canada	1876
Smith, John	"	1	19	Ex-Reeve	Scotland	1832
Weir, James	Dunrobin	3	6	Farmer	Scotland	1824